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which has been set to music by Mr. W. W.

Unfuel the Empire standard, and sing aloud

One great glid song of triumph that echoes far

For God, for King, for Country," we pledge

The Board of Trade Journal quoting from

the report of the British Embassy at Tokyo

says that over 51 million sterling have been

spent on the Imperial iron foundry at Wake-

matsu which is unable to compete with foreign

imports of steel and iron owing to the higher

cost of production. The Director of the foun-

dry states that he is waiting till the lapse of

the conventional tariff in 1911, when it will be

possible to levy suitable duties. The iron to a

large extent comes from China from the large

Tayeh iron mines 70 miles below Hankow on

the Yangtse. These are worked by Japanese

under a S() years agreement, and are extremely

rich in ore which averages 65 per cent, of iron.

150,000 tons of it go ennually to Japan and

In the presence of the Emperor and Empress

on May 15th a statue of William the Silent

Prince of Orange, was unveiled in front of

the Castle at Wiesbaden. In a stiring speech

the Kaiser referred to the great intellectual

qualities, noble character, and heroic sentiments

with which that Prince entered upon the

struggle of his life for his faith, true to his

motto "Je maintiendrai." The Emperor also

spoke of the prince's services in freeing the

Netherlands from oppression of the Duke of

independence. 'To him whose ship of life

concluded his Majesty, "was once in distant

lands rooked by wild waves, this statue shall be

dedicated here at the gentle founts of his

More than forty submarines have been built

by Vickers, Son, and Maxim at Barrow, they

holding the patent rights in this country for

the production of the vessel of the Helland

type, the only type that has found favour with

the Admiralty. Up to now craft with one

torpedo tube and one propeller have satisfied

important step in the design and construction

of these vessels, was launched at Barrow. Si

is entirely different in design. She is said to

have four torpedo tubes and twin screws. Apart

from being longer than her predecessor she

will have more room, for fit ed on each side are

two torpedo-shaped structures extending half

been sworn to scorecy. She now lis along de

the fitting-out wharf, and is protected by high

boarding from those employed on other work

in the yard, while on the dock side there is

a high pontoon. As soon as she is completed

she will have her compass adjusted and will be

trimming, speed, and torpedo firing.

put through some severe tests as regards diving,

CRINOLINE STROLL.

ACT. ESS WINS A 2 00 WAGEB.

In the pelting rain, a diversion was occa-

sioned in Oxford-circus one afternoon last

month. The skies were weeping their bitterest

when an early Victorian carriage, half-hooled

and drawn by two pre-Vanderbilt ponies, draw

up outside Peter Robinson's and out stepped s

prim and nearly-coiffured little lady of the

She was vastly crinolined, and over her hoops,

which she managed with sufficient deftness to

shoes, was stretched a violet gown of poplin.

display a white stocking above her low-heeled

It turned out that this daring dame was really

an ornament of the variety sage - Miss Milly

gamin"; and that she was parading the West

end in the clothes of her great-grandmam is to

Agentleman had wagered £100 that Milly

would not dare to do what she did. Later on in

the afternoon she did even more; she pareded

the rain-swept, puddly, deserted Row, much to

the detriment of her while he eard the surprise

of those birds who happened to be out. At the

sight of the birdcage bustle they fled incon-

GERMANY'S COLONIES.

HERR DERNBURG IN LONDON.

Herr Dernburg, the German Secretary-of

State for the Colonies, who was in England on

his way to Bouth Africa, was received in

andience by his Majesty the King at Bucking-

Kenilworth Castle, availed himself of his stay

in London to see various Cabinet Ministers and

the leading officials of the Colonial office.

He also came in touch with gentlemen

interested and experienced in Colonial

affairs, and obtained valuable and interest

ing information for his impending visit to

South Africa, which is chiefly undertaken by

him for informatory purposes. Herr Dernburg,

who is known to consider Colonies as a commer-

cial proposition, wishes to derive profit from

the experiences gained in the British South

African Colonies. He will therefore proceed

from Cape Colony to Natal, the Orange River

Colony, and the Transvaal and Rhodesis, to

study the mode of administration and organisa-

tion of these Colonies and to personally inspect

the institutions and establishments founded

for their advancement, for which purpose all

facilities will be given to him by the local

Cranford-Jane Eyre-Emma period.

the order of the British Admiralty

about half that to some Chinese iron works.

Starmer, F.R.A.M., rans:-

throughout their dioceses.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD LONDON OFFICH: 131. FLEET STREET. E.

Hongkong, June 18th, 1908.

YESTERDAY We quoted some interesting comments on the Manchurian market for foreign goods from the pen of Mr. Commissioner KUROSAWA of Dairen. In the same book, less than a dozen pages Newchwang offers opinions almost directly contrary, as to the consuming capacity of Manchuria. We cannot do better, than

- long as it is :-In the market reports and newspaper paragraphs which have appeared during the past year, and in the inquiries about trade in Manchuris which have reached the Commissioner of Customs, there has commonly been a note of impationce with Manchuria and with Newchwang that the expectat and of trade have not been fulfilled. It is true that everybody underestimated the result of war, both the immediate effect and the after effect the destruction of property, the interruption of work and business, the increased cost of living which followed the occupation of the country by armies and forgot that the time of business prosperity is not just after war has ceased. Manchuria has not recovered even so fast as the least sanguine views. further than to suggest that both the Powan." The coxswain received \$300 and the large quantities of goods imported in commissioners may be right in their several \$175 was distributed among the crew. A samadmitted. Let it it were possible to get statis-Newchwang in 1906 and the opening of the of Dairen since July, it is probable that it would and sugar, not to mention miscella teous goods, have come from or through Japan instead of through Shanghai. It wouldseem wholly unnecessary to repeat. that Newchwang is not the only port of entry into Manchuria and that its trade is not now a Commissioner often receives inquiries based on

the idea that there has been no change. The

with the interior. Imports are no longer piled up at Newchwang to be worked off during the insurance, and interest thus effected will benefit ference in the character of Newshwang trade. Cart traffic for long distance transport has

boat, cart, or railways have worked great of duty. The railways have worked great changes for without them new ports would have have hance; and the changes are not Tls. 5,293,870. yet compute for the railways will before long Chefoo, according to Mr. Commission er provide better facilities than they do now The widening of the gange of the South Mon-Unwin has become a secondary port servchurian Railway will assist its traffic, and of ing a restricted hinterland. Here again we course the present inferior train service will be improved. The company plans to bring its find references to over-trading, due to too lines a mile or two nearer Newchwang than the present terminus at Miuchistun, and has made its freight rates the same from New. Unstable currency and a glutted market chwang as from Dairen. The Imperial Rail- had sad results. The net value of the trade way of North China has shown itself a strong competitor, and while keeping rates down has yet made profit. The Chinese Eastern Railway and thirty-four millions in 1906 to Tls. is turning its attention to developing traffic, and Chinese merchants at Harbin are negotiatug for a scale of rates from Shanghai to Vladivostock which will enable them to get cargo by that route reasonably. Incidentally it may be of interest to say that the distance to coins as causing a set-back to the import Harbin from Vladivestock is 485 miles; from Newchwang, 478 miles; and from Dairen, 614 miles: to Kwangobengiz, from Vladivostock, 635 miles; from Newchwang, 331 miles; and from Dairen, 615 miles. What is the conclusion to be drawn? All this will essist greatly the dever, lopment of the country, and it also means that pourly 75 per cent, until now about half the not one but several places will have a share in the result of that development. There must also be a change in the method of conducting business in foreign goods. Agents on the spot have become necessary. This is not an academic official statement of the kind which irritates merchants as coming from someone who would teach them their business: it is the necessary consequence of competition in Manchuria instead of at Shaughai. There is no need to enlarge upon this. Three, at least, large corporations have proved its value. If a branch of trade is valuable, somebody will find it worth his while to displace an article which nobe ly looks after. Japanese cotton clothein short lengths and narrow widths like native-cloth would not have been imported to the extent it has been, to the injury of the native cloth trade, if it had not

been pushed into the notice of buyers.

At Newshwang the business of the year has been disappointing, figures appended show a great decline in trade, especially in the import of native goods, from the previous year. For fully half the year business was very dull; by August it had begun to ravive, and September: and October increased the hope of good steady trade; but early in November occurred the failure of the large Cautonese firm, Tung Sheng Ho, and four connected firms, with liabilities of some 4 million taels. The bankrupt had been engaged in all the kinds of business which the port offers; he was a manufacturer of bean of and beancake; an exporter of grains, beans oil and cake; an owner and charterer of ships; an importer of piece goods, yarn, sugar, and flour; a banker; a speculator in land atc. The best authority states that his books had not been made up for hine years, length of time which includes the Boxer year and the Russo-Japanese war. He could not have gone on so long hor spread out in so many directions but for the facilities which the "transfer" system of banking offers. In the opinion of many this failure gave a striking demonstration of the unsoundness of the system and afforded a good opportunity to supress it. Some efforts have been made to press this view on the Chinese officials; but it is fair to add that opinion is not unanimous on the abolition of transfer money, and there are those who hold that we have witnessed only an abuse of oredit. At the same time it is not denied that a system. which lends itself so readily to abuse is dangerous For a while the failure brought buriness to a standstill. The local authorities issued a notice urging merchants not to part with their money, and though this was explained later on to mean a warning against creating a scarcity of ready money by shipping it to other places, it was understood to mean that nobody was to make payments or advance money. For some days no business of any kind was done. Ships lay idle in the river; charterers could not pay the charter money; shippers could not pay for produce already bought, nor could they flac ready money to pay duty on purchases alread paid for. An arrangement was soon made b which the guilds guaranteed duties, and tha difficulty was removed. Presently mone began to arrive from other places, and the wheels of business revelved once more. A promise of government assistance to the bankrupt's further on, Mr. Commissioner CLARKE ato available assets aided in restoring confidence Naturally the affair created great distrust and was a serious blow to the port's prospects; but there is no reason to suppose that business, taken as a whole, is not on a sound footing. All China is suffering from the inevitab quote the whole of his opening paragraph; reaction after a parted of prosperity. That, all probability, is a greater ouse of difficulty than focal conditions, though of these Newchwang has had its shares to contend with. But the conditions produced by war have about passed away, and 1958 should prove a fairer test prosperous; except for a trip running east and west with roughly Tiehling for its coulfe, I transferred to the Pacific.

We need not comment on these opposing anticipation of great demand. All this may be ways. Mr. Kerosawa gives figures in pan-crew also received \$25 in recognition of admitted. Yet if it were possible to get statisin the eight months between the closing of goes some way with him. Probably Dairen Customs in 1907, and combine them Manchuria will before long be buying more with the Newchwang statistics and the statistics | foreign goods than Mr. Kurosawa suggests, be found that Manchana hastparchased more while it is in every way, likely that it will than people think. But trade has not followed Gever be the Tiddlers Ground for trade that siderable, part of the cotton goods, yarn, many people have expected it to be. The net value of Newchwang's trade is given 48

the grops of the past season have been goo

At present, it is true, no new lines of trade are

opinion of those best qualified to judge is that

the old channels will pravide moderate pro-

sperity in spite of the competition of cother

opening up which will benefit the port, but the

At Tientsin, Mr. Commissioner MERRILL. is not so much concerned with Manchura fair index of the trade of the country, yet the as one would expect. He reports an unprofitable year, due to excessive speculation department there was a balance to the good old order of things has disappeared. There are and long credits, with overstocking, and bad of £69,374.

now five ports having railway communication | markets for Tientsin exports. The depreciation of the copper coinage less mel the s lady who has adopted the pen name of winter, nor are exports accumulated here for demand for foreign goods, and though Mr. spring shipment. No doubt the saving of storage, MERRILL does not like to say so outright, the consumer, but the change makes a great dif- it is clear that he recognises the suicidal methods of the provincial mints. This been surperseded largely by railway carriage, over-issue of copper currency for imme diste and the latter by competition will become, if profits punishes the poorer classes severely. it is not now, cheaper. There are 17 places There is an interesting reference to the marts, viz., Moukden, Simminto, Tiehling, introduction of the thin end of the wedge True servants of our Empire, in strength and Tungkiangtwe, Fakumen, Fenghwangcheng, of popular representation at Tientsit, but Liacyang, Kwanchengiwe, Kirin, Harbin of popular representation at Tientsit, but Ningkuta, Hunchun, Sansing, Teltsihar, Man-chouli, Hailar, and Aigun, to which duty paid goods, both foreign and native, can be sent by

fell from thirty-nine million taels in 1905

Mr. Commissioner OHLMER of Kiaochow. also refers to the depreciation of copper trade, another factor being the absence in this district of subsidiary currency under the face value of teneash. In two years the export trade of Tsingtau has increased value of its imports. The net value is putat Tls. 28,637,889.

At noon yesterday the plague total was 759 cases another fifteen having been added.

The steamer "Hoi Sang" has been purchased by the Hongkong, Canton and Macao Steamboat Company for the Macac run.

homeland as a lasting memorial, and may his A match between the Police and the Civil compartriots of Nassau ever preserve it is Service Bowling Clubs will take place on the faithful keeping." ground of the former on Saturday afternoons

A verdict of death from natural causes was returned at an inquest at the Magistracy yesterday on the body of a Chinaman, who died in Victoria Gaol whilst undergoing a sentence of ten weeks' imprisonment.

The late Mr. Stewart Clark, thread manufacturer of Paisley, who was a Director of Last month a new vessel, which is a most Messrs, J. & P. Coats, Li, and also of Messrs. Clark & Co., and of the Scottish Widows' Fund Life Assurance Society, has left £2,000,000

The total number of spindles at work throughout the world have been estimated at 116,000,000, of which number about 51,000,000 are in Great Britain, 9,500,000 in Germany, the length, looking like small submarines, and 27,000,000 in the United States, 6,500,000 in These it is expected are to be used for trimming Russis, and 7,000,0 '0 in France. The number of spindles in course of erection and proposed no other yessel of the submergible class to is about 44 million. The expected increase in compare with her. Her building has Germany is 3 of a million, and in Austria 500 000.

Yesterday two Chinese were brought up at the Magistracy on a charge of having caused the death of a compatriot the previous evening by pushing him over the versudah of a house in Des Vosux Road West. The unfortunite man fractured his skull and broke his legs. He died suon after his admission to the Government Civil Hospital. The men apparently had a dispute over money, the deceased having that day collected \$150. The defendants were

According to trustworthy reports from Kabul, the Amir has issued stringent orders against the preaching of a Johad (holy war), the penalty for which is to be the tearing out of the offender's tongue. Any of the Amir's subjects leaving Kabul to join the fighting are to loss their feet. Certain men have already been cast into prison. Urgent orders have also been sent to Jeffalabid to stop the sale of guns and cartridges to the tribes.

The "Mishima" Maru," which was launched Payne-s clever imperso, afor of the genus at the Kawasaki Dock on the 17th April, is one of the Nippon Yasen. Kaisha's new fleet of six vessels each of 8,600 tons and 16 knots. A mister ship, the "Hirano Marn," was also langched on the 21st from the Mitsu Bishi yard at Nagasakr. These six ships will be than the year just passed. The country is placed on the Nippon Yusen Kaisha's European line, the vessels now on that service being

Yesterday at the office of the Hongkong, Canton and Macao Steamboat Company the secretary, Mr. W. E. Clarke, on behalf of the company, presented a compradore's order to the cosswain and crew of the launch " Kam Shun! for their services in life saving at the wreck of their service on the muse occasion.

An insurance gour to hand devotes considerable space in its columns to the annual. meeting of the Commercial Daion Insurance Company, Limited of which Mr. Trenchard Davis is the Hongkong agent and also in a leader points to the great expinsion of this company in spite of those catestrophes which emphasise the havard and the necessity of insurance. The fire department shows an inorease in premiums during the last year amounting to £521,310, the life department £45,553, the marinedepartment showing a rise in premiums of £13,640, and in the accident

by the singing of a beautiful hymn, written by TELEGRAMS.

BEUTER'S SERVICE.

THE GERMAN NAVY LEAGUE.

LONDON, June 15th.

At the annual meeting of the German Navy League, held at Dantzig, it was resolved to oppose the participation in party Many hishops have expressed the desire that politics of the elected new executive; but Notice was served on the guaranter. Mr. the hymn should be sung on Empire-day the proceedings were carefully arranged to Goldring represents the debtors who were then heal the split following on the late execu- in court. tive's opposition to the centre candidates

The Governor of the province conveyed the wish of the Government that the league should not be dissolved, but consolidated on non-party lines. His Imperial Majesty the Kniser in a telegram said that the league in serving the Fatherland, was seeking to secure to the navy that which would ensure peace. Prince Henry telegraphed later renewing his patronship, and thanking the league for a brilliant and patriotic day's work.

MOROCCO.

LONDON, June 15th.

Mulai Hafid's adherents have captured the Algerian army instructors at Alcazar and sent them to Fez where they have been placed in irons.

THE AMUR RAILWAY.

London, June 15th. The Amur Railway Bill as adopted by Alva and in laying the foundation of Dutch the Duma has been passed by the Russian

Upper House by a large majority. THE INDIA MONSOON.

London, June 16th. The Indian Monsoon has burst.

OLD AGE PENSIONS.

LONDON, June 16th.

During the debate on the second reading of the Old Age Pensions Bill, Mr. Lloyd-George indicated a number of important modifications, add said that though the cost of the scheme at the outset would possibly not exceed six millions, it would probably eventually reach 71 millions. The scheme was already more liberal than that of the is larger and more powerful in every way, and Belgian, German, Danish, and French governments.

NEW FINANCE NAPOLEON.

TOUNG MAN WHO SPECULATES IN MILLIONS.

The name Livermore was on the lips of every one in the New York Cotton Market recently. tanks. If this class is successful there will be When July cotton, which had been steadily soaring, shot up 10s, a bale, and Mr. Livermore, continued to accumulate contracts for delivery in July, the question every one asked was. most carefully protected from curious eyes, and Who is Livermore and who are his backers?" all men engaged in her construction have

looking younger than the thirty years which be says he will reach next birthday. His youthful appearance is accentuated by his flaxen hair. I am not creating a corner in the July cotton market," he said. " The market simply cornered itself. The enormous advance has been the result of buying by persons who sold cotton they

Wall-street began to talk about the rew Napoleon last year, when he was credited with having made £400,000 in a fall in stocks and another £200,000 in a fall in cotton. He then bought a steam yacht and made a trip to the West Indies. He returned about a month ago.

THE TRADE AND RESOURCES OF

Lord Wenlock presided at a meeting of the

East India Association in the Westminster

Palace Hotel, when a paper on "The Trade and

Resources of Tibet" and illustrated by lantern views was read by Mr. C. E. Drummond Black. who was formerly in charge of the geographical branch of the Record Department of the India Office. He pointed out in detail that the principal routes by which Tibet could be reached radiated towards the capital from the four points of the compass but that while the longest and most difficult route was that connecting with the Russian possessions beyond Chinese Turkestan. the shortest and easiest was that from Bengal through Sikkim or Bhutan to Lhasa. It was shown that we pessessed several alternative routes into the country, and the conclusion was drawn that we had nothing to fear and everything to gain by throwing open to trade all the passes and approaches along the whole line by His Excellency the Governor, who has from Ladakh to Eastern Assam. The Indian Government ought not to grudge a reasonable expenditure on mountain roads to exploit a new and valuable market, and to do so would be to carry out a policy adombrated by one of the greatest of our Empire-makers, Warren Hastings, whose extant instructions to George Bogle on his mission to Lhasa 134 years ago revealed a clear recognition of the advantages of opening up friendly commercial they wish to join. Herr Dernburg, who, accompanied by Dr. intercourse. The existence of the treaty of Rathenau and Count Henckel von Donners 1904 provided an excellent opportunity for marck, sailed from Southampton on board the following out the hopes and plans of Warren Hastings and for that purpose it was necessary to take stock of such detached information as appeal to them to join the Hongkong Volunteer existed regarding trade prospects. A survey Corps. of such information led to the conclusion that trade possibilities were very considerable, given subsantial improvements in transport and communication, and particularly it appeared that the country possessed great mineral wealth. The experience of recent travellers had shown that there was not much hostility to strangers on the part of the monastic faction as was formerly | Volunteer Headquarters. the case. Lord Wenlock said he was very pleased to hear of this change of feeling, for when he was in Tibet 25 years ago the lamas did not disguise their hatred of English visitors to the country. Among others who took part in the discussion were Mr. Rees, M.P., Lieutenant Colonel H. A. Iggulden, Mr. Elwis F.R.S., Sir A. T. Arundel, Colonel C. E. Yate, and Mr. Frank Giles.

SUPREME COURT.

Wednesday, 17th June.

IN BANKBUFTOY JURISDICTION.

BEFORE THE CRIEF JUSTICE (SI F. Piggott),

BAVED THEIR MONEY. Re the Kwong Hung Tei, the Official Receiver said this was an application adjourned a fortnight ago for the forfeiture of security.

The Chief Justice-What is the amount of the security The Official Receiver -- \$3,300 security for the

appearance of the debtors. Mr. Goldring-I represent the guaranters and I also incidentally represent the debtors,

The Chief Justice-What are the facts? The Official Receiver—I have filed a

Mr. Goldring-The guarantors have only received the notice. They are willing to come

The Chief Justice—And the debtors? Mr. Goldring-I only represent them inci-

dentally. The Chief Justice-You cannot appear

incidentally. Mr. Goldring-The debtors are here and willing to go into the box.

The Official Receiver-This is the first time I have seen them.

The Chief Justice-Probably the notice has had a beneficial effect.

The Official Receiver-I don't wish to go on with the examination now. Perhaps your Lordship will warn these people to attend at my office when required.

The Chief Justice-Yes: (to debtors)-Where have you been all this time? - All the time in Hongkong.

What address?—We are out of employment. One day here and another in a different place. One place you have not been is the Official Receiver's office. - Yes, I will give my address and he can find me any time.

. Why have you not gone there before? -- I saw. the ex-Official Receiver. The Official Receiver-That is so, my Lord,

he saw Mr. Kemp. I wrote this man on the 6th April and my letter was returned. I have had information that the men were out of the colony all the time.

Debtors then gave an address in Wing Lok Street where they said they could be found The Chief Justice-Where are the guaran lors? (When one stepped forward he said)-If they don't appear next time they are called upon the guarantee will be forfeited at once.

CORRESPONDENCE.

VOLUNTEERS WANTED IN HONGKONG.

APPEAL BY LIBUT -COLONEL CHAPMAN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,-" The first duty of every able-bidied citizen is not to be ready to defend his country The new Napoleon is boyish in appearance, in time of war but to prepare himself for that duty in time of peace. Englishmen slone amongst all the Nations of the World shirk this duty. I trust the splendid example of our Australian Colonies, in making every ablebodied Australian serve in the National Guard. will bring home to us a sense of our shame,"

The above is an extract from a letter (with regard to military matters at home), written by Lieut, Colonel Hon, L. P. Dawnsy. Ithink his remarks may will be applied to this Colony. The position of Hongkong renders it psouliarly liable to sudden attack in time of war, and if there is any place in the Empire where every "able-bodied citizen" should be ready and prepared to bear his part in its defence it is Hongkong. The fact that H. M. Navy and Army are so splendidly represented here in no way relieves the civilian from his individual responsibility. The present establishment of the Hongkong Volunteer Corps is 432, yet despite the numerous available British population of what I may call Volunteering age, the strength of the Corps is under 300. There must be a very large n mber of young

men who have served as Volunteers at home but (it may be in the absence of an Infantry Company here) have felt disinclined to take up a fresh branch of the Service, and have not yet joined the Corps. The formation of an Infantry Company has been recently sanctioned appointed a captain to the command of the Com-

Recruits are wanted in all the different units of the corps, particularly in the Infantry Company. All young man willing to join the corps are invited to call personally at Headquarters, or to write to the Staff Officer stating which branch

To all non-volunteers I exmestly commend, for very careful consideration, the remarks quoted at the commencement of the letter, and

I have the honour to bo,

Your most obedient Servant, ARTHUR CHAPMAN. Lient. Colonel.

Commandant, H. K. Volunteer Corps. Hongkong, 17th June, 1908.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charment and Special Skin Tonic and Pondra Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agenta

THE EAST AND THE WEST AS COMPETITORS.

PROGRESS OF JAPAN. Professor Guglielmo Ferrero, the "modern Gibbon," contributes to the current number of Maers an interesting article which he entitles "Super-Japan." He says:

"For more than three years, since the conclasion of the Treaty of Portamouth, Europe has been the victim of a new disease, which may be characterized as the 'Japanese hallucination. There seem to be no limits to the ambition of the subjects of the Mikado; no enterprise seems to be beyond the powers of this privileged branch of the human family. I frequently ask myself whether a new species of human beings has not accidentally been discovered in the Japanese islands, compared with which we occupy the position occupied by the apes in respect of ourselves; whether Japan is not perhaps 's uper Japan.' Since the Japanese defeated the Russians all Europe has expected of them nothing less than swift invasion of Chips, an overthrow of the French dominion in Inde-China, menace to India, a swallowing-up of the Philippines, and the conquest of Australia. Three months after the conclusion of peace no one seemed to understand why the Japanese were not ready to make fresh conquests. How great was the universal amezement, however, when it transpired that Japan had concluded an alliance with Englandand a treaty with France! What! The fire. spitting dragen voluntarily joins the peaceable Japanese regarded Europe with a friendly Asia, which seemed to be so recure thirty years smile merely to divert its attention in order to | ago, is beginning to waver." fall upon it with more security.

"This panisky dread of Japan has become chronic; a trifle suffices to arouse public opinion to a state of terror. All Europe was overcome with a nervous fear when the announcement was made some time ago that the American Fleet was about to make a trip from the Atlantic to the Pacific Coast. Nearly everybody was convinced that the cannons must roar at any moment; many expected daily the news of the landing of a hundred thousand Japanese in the Philippines, and most people believed that the unfortunate fate of the Russian forces in Far Eastern waters would overtake also those of the United What studies full of the purest irony could an historian or an independent politician not make from the chronicle of the recent occurrences in which Japan has

participated, from the surprising auxiety which overcame Eulope whenever it turned glance to the Far East, And yet all this compels us more to serious reflection and melancholy meditation than to pleasantry. knew nothing of the projects and intention of the Government in Tokyo. I will admit that it is advisable to pay the nimest heed to them, because experience has taught us how difficult it is for us Europeans to penetrate the secret of Japanese thought. It is ridiculous and foolish, however, for Europe to allow itself to be deminated by the fear that Japan could conquer every week a c ntinent, an empire, or an archipelago, or even an island. That the rocket was fired it had a dazzling effect for a Japan ese Aimy is extremely cours geous no one can deny, or hinks of denying, and we saw five years ago that the men who lead it are possessed of a courage that is dauntless Let us not forget, however, that the Japanese are only men, and that their daring cannot subvert the collision was not so serious in result as it would

govern all human actions." Professor Ferrero recites the well-known warmly praised his crew for their discipline. reasons for the collapse of the Russian Army and Navy and for the moderation displayed by Japan during the peace negotiations, and doubts whether Japan is in a position to provoke in cold blood a war, which may at some future time be inevitable, with the object of capturing the

Philippines. He then writes: "The fear of Japan, which dominates Europe to-day, is a tangible proof of our political decadence. It is the symptom of a disease which has spread from the Old World to the New, and which has also infected North America. Fixed principles, definite rales, unalterable sims find no place in the world-politics of the great modern States. Invisible interests, and a capricious, inexperienced, and nervous public of the same gauge as the Chinese and Korean opinion-lead politics at random. The popular systems viz., the standard European width. newspapers are at the same time the representatives and the leaders of these interests and of this the line to the standard gauge has so far public opinion, and the politicians are their diffident servents. The intellectuals, the philosphers, the inquirers, the political economists, how- Kirin (Dalny) to Chang-shun-the whole eyer, are their courtiers, all consciously, and sometimes for a corresponding reward, though some- plant for signalling, for water and coal suply, times also unconsciously and gratis. Who does not still remember the arrogant world-empire trains has been installed. Work is also in projects which Europe and North America progress on the branch lines, so that by the framed some ten years ago? It seemed as if end of this month the whole South Manchurian millons of armed men would swarm from the system (main and branch lines) will be run framed some ten years ago ! It seemed as if old and the new continents to conquer the globe. on the standard European gauge. All the Newspapers, reviews, statesmen, philosophers, carriages will be of the corridor type and all discussed the participation of China as being heated by steam, and, by the antumn, sleeping such a natural and plausible matter, just as a cars and dining saloons will be attached to the family discusses the best method of cutting up trains. It is intended to double the line a melon this has been presented to it. Africa between Kirin (Dalny and Su-cha-tung was divided up in a similar monner. Each one (near Mukden), the station for the Fushup promised himself vast territories, whose invis- coalfields, and this work, which is now ible frontiers lest themselves in the immensity in progress, will be completed by December of the universal ignorance. Where is now the heroic courage that was flouted before the world in music-halls, in newspaper articles, distance of 438 miles, will be performed in 20 political speeches, was in the verses the poets-the courage that was to smare the universe? The Transvaal War has made England wiser; the Russo-Japanese War baseimilarly enlightened Russia and all the other nations, including the North Americans. They have all perceived that the conquest of the world is not such a simple matter as the newspapers ten years ago would have them believe. To-day they are all trembling in an equally exaggerated manner for the future of an important element of our world-power, for the supremacy of the white race in the Far East. The fury of ten years ago and the present admiration for the now anbounded. prestige of Japan in Europe and America prove that Europe is losing the art of ruling peoples whom we call barbarians, and who possess a civilisation different from our own. Perhaps the art of ruling 'barbarians' has become difficult in a time when many of them know us better then they did formerly, and have divined some of the secrets of that art. In any case, it is certain that our Governments are gradually destroying the very organs which cught to uphold our dominion in far off countries. This destruction has deep roots. As generations succeed each other, each more. numerous, more ambitious, more animated with the love of the luxurious, all people, rich and poor, high and low, in private as in public life, in politics as in science, are seized with a frenzy, with a haste which allows nothing time to mature. Everybody seeks to day to snatch for

himself a little renown, richer, or power, and

wishes to enjoy, without thinking further of the

past or of the future, or of troubling about the

inheritance which he has received and which he

ought to hand down to those who come after him.

Industrialists, for example, manufacture as if for

a wager in order to dispose of as much as possi-

ble; they falsify everything, they ruin art, and

accustom mankind to luxury in inferior things

calculated to make a fine show. In like manner immediate success is striven for in science, in literature, and in art, although such success is only transient and unstable. Masterpieces no ambitions are pushed to the front; they seize on Charité, where he is at present confined.

secure quicker success. treat as a demi-god the nation which has successfully prosecuted a campaign, and if we continue to look upon ourselves as appointed by a species of mystical right to rule other races without appreciating the immense exertions and daugers entailed in the acquisition and releution of power. The world is undoubtedly becoming richer, civilization is being disseminated throughout the modern world, and industry is making immense progess. It would be a serious mistaka, however, to believe that progress is being made in every other domain, including politics. On the contrary, there are

CAPTAIN REPRIMANDED.

FINDING OF THE COURT-MARTIAL ON LOSS OF THE "GALA."

The Court-martial at Sheerness in connection with the loss of the torpedo-destroyer Gala, on April 27, when Engineer-Lieutenant I letcher was killed, has given judgment, The Court reprimanded Lieut, Commander l'owell, of the Gala, on the partly proved charge of losing his vessel by default, but the charge of negligence was dismissed.

Commander Nicholson, of the Attentive was recalled, and stated that the discipline of the Gala's crew after the accident was excellent. There was no panic on board. The whalers and the dinghy could not be lowered, but a berthon boat was hoisted out None of the men of the Gala made any attempt to leave the vessel until they received orders to do so when the Attentive's boats were alongside. Lieut-Commander McDonald, of the Attentive, also praised the discipline of the Gala's

In his defence Lieut. Commander Powel submitted that his vessel was out of her course through the faulty steering of the helmsman after her course had been altered to avoid a sailing ship. He relieved the helmaman by the destroyer's coxswain. When the Ettrick's few seconds. When the Attentive was reported end on he took every precaution to clar, and, finding a collision was inevitable, he starboarded his helm, so that the Gala should not receive the blow amidships, and by that means the laws of the cossible and the impossible which otherwise have been. He submitted that there had been no isulty seamanship on his part, and

> THE SOUTH MANCHURIAN RAILWAY.

> > REMARKABLE PROGRESS.

According to the last intelligence from Manchuris, great progress is being made in improving the South Manchurian Railway. During the Russo-Japanese war the whole of the line in occupation of the Japanese was reduced from the broad Russian gange of 5ft; to the narrow Japanese gauge of 3ft, 8in, After the war i was decided to make the South Manchurian line

. The work of laying a third rail and extending progressed that from May 20 a service of standard-gauge trains is running from length of the main line. A complete new and for the service of passenger and goods next. With the new train service the journey from Kirin (Dalny) to Chang-chuu, a

With regard to Changehun Station, by arrangement subsequent to the Portsmouth Treaty between the Governments of St. Petersburg and Tokyo, it has been settled that the South Manchuria, or Japanese, line from Dalny shall run into one platform, while the Chinese Eastern Railway (the line worked by Russia) shall run into another platform. Chang-chun will, therefore, be an important international junction in the Far East, and it is intended to construct a station there of sufficient importance to deal with the increasing traffic.

ENGLAND'S GIFT TO CANADA.

To commemorate the founding of Quebec by Champlain three hundred years ago, the Canadians propose to purchase the lands comprised in the Heights of Adraham and to turn them into a national park. England is to take her share in the commemoration by making a contribution to the purchase money as a memorial to Wolfe and Montealm, the Fnglish and French generals who fought the famous battle. A meeting was held at the Mansion House in support of the fund. The Lord Mayor, who presided, was supported by Prince Arthur of Connaught, Lord Roberts, Lord Crews, Lord Fitzmaurice, the Bishop of London, Lord Strathcons, and Lord Midleton: The Mayor of Quebec cabled that £50,000 has been subscribed

there and that £50,000 more is wanted. A resolution on the motion of Prince Arthur of Connaught was passed, asking for the formation of local committees to sollect subscriptione. The King has subscribed 100 guineas. the Prince of Wales 50 guineas, Princesse Louise £20, Lord Strathcona and Lord Mount Stephen £200 each, Lord Rosebery £50, and the boys of Eton College £109 15a.

GERMAN SCANDALS.

THE ARRESTED PRINCE. Prince Eulenburg's arrest remains the chief. longer shine in our heaven-like planets in the topic of the day at Berlin. The papers are still firmsment, but appear and disappear again like printing long supplementary accounts of his shooting stars. In politics all interests and departure from Liebenberg and his life in the all feelings, judgments, and ideas in order to picture of the Prince bidding farewell to his retainers is not devoid of pathos. Whatever The writer contends that the roots of the may be his faults, there can be no doubt that serious dangers which mensor the ascendancy of he is regarded with sentiments of affectionate the white race in the Far East are to be sought veneration by his tenants and servants, and as rather in the intense political crisis which is pass. he emerged from the entrance to the Schloss ing over Europe and America to-day than in the to take his place in the police mortor-car, he overwhelming power of Japan, and concludes: was surrounded by a group of wailing domestics It is certain that Japan will easily overcome of both sexes, women sobbing loudly; men with Europe and America in the Far East if the tears streaming down their faces. On the pre-European and American peoples continue to ceding evening, after the formal arrest had regard as savage every nation which has not already been executed, the whole household had yet conducted a war, and, on the other hand, to been united as usual at the service in the private chapel, and the Prince now tried to quiet the lamentations of his dependents by exhorting them them to put their trust in God!! He was accompanied to Berlin by the Princess who has access to him in the hospital. Here he shares a room with his valet, who is familiar with the sick man's needs. In an adjoining room a constable keeps watch night and day.

Despite the fact that the family finances are no longer in as flourishing a condition as formerly, the Prince's lawyer was able to offer £25,000 bail for his client. This was, however, refused on the ground that the severity of the symptoms enough that certain organs of the penalty to which, as is alleged the Prince has rendered himself liable, justified the assumption impossibility of a man of his strongly-marked. physical features remaining unrecognised, even if he should manage to cross the frontier, exclude the idea of flight. Another consideration that will be urged is the improbability of the trial taking place before late in the

AN UNFORTUNATE COMPARISON.

The Times publishes the following from its London Marine Insurance Market correspondent dated May 16:-

In a recent issue of a Yokohama journal an article appeared deploring the number of disasters to Japanese merchant vessels; and though people in this country are not in position to deny, were they so inclined, that accidents to local craft are frequent and serious, a comparison made with British casualties does not tally with the official returns and might create a wrong impression. After giving the number of casualties to Japanese vessels of all classes since 1901; the article points out that in 1905 casualties to vessels of over 20 tons amount ed to 525, or 37 per cent, of the total number of such vessels owned in Japan; and it compares these figures with 2,567 casualties to British ships for the year ended June, 1904, or a percentage of only 21-per cent. The Board of Trade Returns show this figure, 2,567, to be the number of casualties to British steamers, and instead of being 28 per cent., it represents 43 56 per cent, of the total number of such steamers, that the comparison does not seem at all unfavourable to Japan. If the three preceding years are taken, a still higher rate of British casulties is shown. As a part explanation of the number of

accidents to Japanese vessels, which the writer of the article says are alarmingly increasing this year, a reference is made to the large Seventy or 80 per cent. of the seamen who waterways bave fallen into decay, and whose are annually brought before the Marine Courts are stated to be found blameworthy in one respect or another, and it is said that on some ships the crews are undermanned from economical consideration. A great many British cargo steamers were transferred to Japanese owners during the war, and it is possible that as they were bought cheaply they have been cheaply. No doubt such criticism as has appeared is not directed against the management of the recognized lines. The Nippon Yusen Kaisha, the premier company, is a b organization with Europeans, Australian and local services, and is regarded very favourably. The large vessels are of high value, and all are insured f.p.a. Another well-known line is the Toyo Kisen Kaisha, which recently added two fine turbine steamers, built in Japan, to its-Transpacific service, and other lines are the Osaka Storen, Mitsu Bishi, and Mitsui Bussan, trading in Eastern waters. All these risks are placed here and are readily accepted.

WATER RETURN.

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| OF MAY. | |
| UF 11A1. | |

Consumption ... 123,288,000 .143,580,000 gallon Estimated population Consumption per head per day Lutermittent supply by Rider mains up till the 17th May 1907, and constant supply in all districts to the end of the month 1907. Constant supply in all districts during May 1908. The return of consumption it subject to error owing to the difficulty of accurate measurement

whilst the extension works at Albaney Filter Beds are in progress. KOWLOON WATER WORKS. LEVEL. below overflow Kowloon Gravitation 29 ft. 3 in. Reservoir nil. STORAGE GA! LONS. Kowloon Gravitation CONSUMPTION OF WATER IN KOWLOON

DURING THE MONTH OF MAY. 22,261,000 gallons Consumption ... 18.681,000 Istimated popu- lation..... onsumption per

8.6 gallons bead per day The Government Analyst reports that the water is of excellent quality. Public Works Department.

W. CHATHAM, Water Authority.

FAR EASTIEN RAILWAYS.

DEVELOPMENTS IN CHINA.

[By Archibald R. Colquboun in the T. mee. In order to keep pace with the extraordinary development in the Far East-a pace which is being rapidly accelerated—one needs frequently to review and readjust one's ideas. Eight years. ago, when I went through China from north to south, I thought the partitioning of China would result from the railway enterprises of foreign Powers which had secured concessions, and were bent on obtaining others, from the weakness or empldity of the Government. The "Russo-Chinese Bank, " it must be remembered, fellowing the procedure in Manchuris, had obtained the convession for a line (Chengting-Taiyuen) over 150 miles south of the capital My prognostication was only partially verified, though Manchuria alone is sufficient proof of the power of railways as political instruments; Shantung, but for unforeseen events, might have furnished another example. A few years ago China began the attempt to resume the rights with which she had parted and to get railway construction in the eighteen provinces back under her own control. It did not seem at all licely, after this move that construction would at once become active, and for a time there was a regular slump in railway activity. Obstruction to lines to be made by foreign syndicates was the rule, negotiations which had been on the point of conclusion being indefinitely procrastinated. The adjustment of relations between foreign syndicates and the Government, a question which has so long enoligarchies which govern to day do not possess that he might attempt to escape it by flight or gaged the attention of our Minister at Peking, Japanese had become masters in the art of the quality of reflection necessary in the collusion. An appeal against this decision has is not yet completed to the satisfaction of either victory. All diplomatists, the politicians, and present state of affairs in the world. It is been longed, and will be supported by contenall the newspapers had assumed that the chiefly for this reason that our supremacy in bions that the accused's chronic affliction with Kowloon line, and especially the latest settlement vivendi. The capital for these lines is British. and for the latter is under guarantee from the Central and not the Provincial Government. the surplus receipts from the Northern Railways being e-rmarked for the purpose.

CHINESE RAILWAYS FOR THE CHINESE. The conclusion of arrangements whereby railways can be built by foreign capital whithout alienating the sovereignty of that country is a most important step, as the present state of Chinese national feeling is entirely and justice fiably adverse to the old regime, whereby China parted to foreign syndicates with rights not clearly defined and therefore all the more dangerous. These syndicates were at best merely dividend earning concerns, and under certain conditions might easily become instruments of political aggression. In my opinion China was right to deem the boon of communication too dearly bought at such a price, but at the same time I did not expect to find the Chinese themselves begining to build railways of their own at such an early date. The Chinese have hitherto preferred investment which gave a more rapid return, and the conditions of official life also made the investor prefer concerns which were under the protection of a foreign flig, and therefore safe from official "squeeze. and other disadvantages. It is true that even now Chipess capital is not readily forthcoming, though money can be obtained abroad at 5 per cent., on the security of properly constructed lines, with. out imperilling their rights, but the policy of "Chinese railways in Chinese hands" gets stronger every day, and the objections entertained have been partially overcome. As it is the first step that counts, a look to see an increasing investment, at first by the Chinese

Government and later by the public, in what is sure to be a most lucrative enterprise-the building of a network of railways in a country practically roadless, whose once great artificial prising and inquisitive in the world, BAILWAY IN CHINESE HANDS. To appreciate the extent to which railway enterprise is flourishing one needs to remember

that it, was only in 1897 that the small Taku-Tientsin line was extended to Peking, and that even at the end of 1904 not more than 2,870 miles of railway were open in the Chinese Empire. In 903 there are 4,194 miles actually at work and 1.840 miles under construction, including lines recently sanctioned which are likely to be built soon. Most of the merely projected lines, of which there are a great number, will never eventuate, but some of these have the elements of probability. Chinese railways may be usefully divided into three main estegories, and the following table gives an idea of the extent of railways which are actually in Chinese hands:

Nationality.

Con-

| ١ | Railway. of Capital, structed, st | ruc- |
|-----|---|------|
| 2 | Imperial Railways of Chinese (British 670 North China (built loan for New- | - |
| | by British orgi- chwang expen- | |
| ч | | 1.50 |
| : [| Peking Tunehow Chinese | 7 |
| 1 | (built by British | |
| Ů, | engineers). | 191 |
| 1 | Canton-Kowleon, 100 British (Hong | |
| | 70010G 1.11100OU. W | 4 . |
| ' | miles British (Chi mont). | |
| ٠ | nese control, British | |
| , | | |
| | L Photeigns Rallway Driving | ٠, |
| | (Ningpo-Hangellow- | 100 |
| 4 | Shanghai), just sanc- | |
| | tioned (200 miles). | |
| . ' | Taokow Chinghanfu British | -30 |
| | . Chinese serve | |
| 0 | 1 (Marrier) | . 92 |
| 0 | Peking-Kalgan (Chi- | |
| • | Pingsinng - Chilchow Chinese | — |
| O. | Pingsinng - Unuonow Chinese | |
| 0 | | |
| _ | Canton-Samanui (Chi | ty. |
| 0 | Swatow-Chaochow Chinese | - |
| | | |
| Þ | ing the second constant | |
| | tors). Canton-Hankow Main Chinese | 70 |
| | Line (taken over | |
| | from Americans). | |
| 18 | Wuhu-Hangohow (150 Chinese | - |
| | miles), doubtful, | |
| | Macao-Canton (130 Chino-Portu | 49 |
| | miles), doubtful. guese | 1 |
| | | 0 |
| 2 | 948 | |

with Chinese capital and by Chinese engineers must be looked at in the light of the remarks which began this article. All the most obvious and important routes were acquired by syndicates, and many of them, like the Canton-Hankow line, were never actively pushed forward, but still effectively barred the way. It will be remembered that this important line was recovered by China from the American syndicate which had the concession for the enormous sum (considering the work actually done) of roughly £1,350,000. The important point is that, whereas since the completion of the North China railways, which were built for China by British engineers, only couple of hundred miles have made by the Chinese (and those the last few years), no less than 931 miles

are now under Chinese construction. is reason to believe that, with the exceptions takings commercially, will now be pushed on. The Canton tiankow line has always been advocated by me as among the most useful and

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Hengkong, 18th June, 1908.

12, QUEEN'S ROAD CENTRAL.

remunerative that could be built, and the Canton-Rowloon has a great future before it.

THE MANCHU IAN LINES, Besides these there are, of course, the Manchurian lines which, originally " Russo, Chinese," and nominally still under the Chinese Government, are practically (and in my belief permanently) alienated. By the Railway Agreement the Chinese have the right to redeem the Chinese Eastern Railways" in thirty-six years, and there is to be absolute reversion, without paymont, in, eighty-years. Russia holds 1,072 miles under the "Chinese Estern" Railway Company (an offshoot of the " Russo-Chinese Bank), and Japan has 704 miles, including the so-called "South Manchurian " Railway Company, its branches, and the Mukden-Autung line. The latter, which can be acquired by China fifteen years hence by arbitration, is being relaid to make it conform to the Trans-Korean (Japanese) railway system. It is significant that Japan has adopted the standard gauge (4ft, 8hin.) for railways in Manchuria and Korea (main line)similar to the Chinese-while the Russian gauge is 5ft. The whole system is to be made fit for the conveyance of the commercial and industrial goods of all nations." Article 3. however, of the Note recently addressed by Japan to China actually requires the latter to treat her mails to Manshuria as foreign, and not domestic, paying Japanese railway transit rates, while the Russians, under the agreement, claim exclusive rights of administration, with territorial jurisdiction over Chinese and foreigners alike, within the railway zone. This is, of course, an arbitrary reading of the agreement, but in this case, as in others, might is right. The Scott-Mouravieff-Note, exchanged in 1879, whereby Russia undertook not to seek railway concessions in the basin of the Yangtze and Great Britain not to seek them north of the Great Wall, might well be cancelled now by

THIRD CATEGORY OF BAILWAYS. A third broad division is conserned with lines built with foreign capital and engineers, and managed by foreign syndicates or com-

Con- struc-

mutual agreement.

structed tion Shanghai-Chinkiang. - Nanking Shanghai - Woosung (incorporated in British One-third British. Tientsin-Yangtze two-thirds Ger---... 630# Shantung Railway (marely German 270 ... administration) ... Peking Hankow Franco-Belgion lat section (to Paoting-fu) Chineso capital 754... Kaifong-Changehow. Changing-Tayualfu (originally Russo Chinese) French 130 --Laokai Yunnanfu French

are likely to be pushed on with vigour. The Chinese artificers and engineers, as well as difficulties en countered on the French line have office clerks, are being trained to carry out the been mostly overcome, and Yunnan in is ex- work of coustructing the Canton Hankow line, peoted to be resched by the end of 1909.

COMPABISON WITH INDIA. get some of the credit though she is not likely | there are other little lines : one to the Imperial structed. It is interesting to note that Japan | commercial value. The general conclusion is and that China will probably soon exceed her in for railways with which he was erroneously tion with Calcutta and Madras till 1871. THE FUTURE.

and administrative control of British officials, history of Chins and Chinese railways. His The receipts improve yearly. The next line in Excellency Ching Su-an-congrutulated the point of importance is the Peking-Hankow, on company assembled on "the energy and patriodifficulties except the colossal bridge of 102 great venture as constructing lines over the 754 miles is at present accomplished in thirty- tiem is still young, and it is an excellent omen six hours, only the express mail travelling at that it should no longer be thought to exist night, but this rate will be soon reduced as the only in renseless anti-foreignism, but should Chinese grow accustomed to the working. As find expression in genuine work for the for economic success, the amount of likin levied development of China's own resources. 948 ... 913 on goods by rails-which, more than a year The last two lines, usually included in those ago, was capitalised at six million taels—shows under construction, are very doubtful, and the a remarkable result on a railway which was not latter, indeed has been, or is about to be can- a trade route in the past. The German railcelled. The comparatively small amount of way in Shantung is reported to do very well mileage now open which has actually been built both in goods and passengers, and when a depression which is moving towards N.E. over with Chinese capital and by Chinese engineers it is linked up with the plomising Anglo-German Tientsin-Yangtze line, which was first proposed by Mr. Detring and myself, will become even more prosperous. The recently opened Shanghai-Nauking line is also flourishing. On all Chinese lines it is the passengers traffic which is the mainstay. Few people enjoy railway travelling more heartily than the hinese, and when a new line is first opened people come long distances merely to travel up and down. What is more important, they rapidly form a habit of travelling, and use all facilities freely, especially the small merchant and petty pedlar class. The scene at a railway station b fore the departure of a train is indebeen scribable-two hours in advance the place is prowded, donkeys, pigs, and harrows being mixed Hongkong & Neighbourhood. up with prospective travellers and their friends and relations. As to the progress of the Chinese in the actual work of construction, it must be Formosa Channel noted, these lines, most promising under- noted that, although hitherto not only nearly all the rolling stock but the directing engineers have come from foreign countries, the Peking. Kalgan line has been built entirely with Chinese

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tion spread over the whole of her head, down part of her back, and even over A doctor's ointment did her In fact, it seemed to make the trouble worse, and the itching increased until it was unbearable. If one spot healed another became worse. When the trouble started her health began to fail, she was peevish, and grew thinner day by day. I was in despair. At last I tried Cutleura Sonp, Cutieura Ointment, and Cuticura Pills. At the very first application the itching stopped, as if by magic, and her head became better every day. In ten days the humour ceased altogether, and by the time I had used one set of Cutloura Remedies she was almost cured. got another set, and in a month she was . completely cured, so that you could nottell she had ever had eczema. That was three months ago and there has never been any sign of a recurrence since. Her health is better than ever. and I sacribe her condition entirely to Cuticura Remedies. Her hair is growing thicker and thicker, too. Mrs. John

the itching was so

fearful. The erup-

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Drug & Chem. Corp., Soie Props., Boston.

Bisset, Easter Lumbennie, Newburgh,

engineers and under Chinese direction, the Pisgsiang Chuchow had only one American The lines under construction in this category advising engineer, and on the Samshui branch only two Americans-a superintendent and a

head carpenter-being retained. The Manchurian lines, for which China must | Besides the railways included in the tables to have the prefit, bring the total up to four tembs, some to collieries, others connecting thousand old miles constructed, while, as shown places with rivers or existing routes, a few of already, there are nearly two thousand miles these mere light railways, but still useful for either under construction or about to be con | development purp ses and for the most part of has at present only some 5,000 miles constructed that John Chinaman has got over the dislike milesge. The comparsion is, however, not a medited, and that he is getting accustomed to use fair one, as Japan is a very broken and moun- these means of communication. The Chinese tainous country, while a great pertion of China, State is also learning to invest in railways especially from north to south, where railways and to manage them, and though the are most needed, is an ideal country for railway process may be slow, and foreign making. India offers a better comparison, and capital with foreign engineers and achere we find that twenty five years after railway countants may be needed for some time to construction began in that country she had not come, it is none the less sure. No more double the mileage of China to-day, while striking evidence could be given of the reality. Bombay was not in direct railway communica- of the awakening of the Chinese people and of their progress towards a more modern and efficient civilisation. Moreover, in an account As to the success of railways in China there given of the turning of the first sod of the can be little doubt. The corthern railways pay Shanghai-Kashing line there is a reference extremely well, under the skillul engin-ering which strikes a new and important note in the which there are no considerable engineering tism, shown by them in undertaking such a spans over the Yellow River. The journey of whole province of Kinng-su." Chinese patrio-

WEATHER REPORT.

On the 17th at 11.40 a.m.—The barometer has fallen rapidly on the E. coast of China owing to

The slight depression lying over the E. part of the Sea of Japan yesterd y, has moved into the Pacific, and the barometer has risen moderately in Coutral and Northern Japan. Pressure remains high over the l'acific in the

neighbourhood of the Bonius Strong S. W. winds may be expected in the Formosa Channel and al no the Northern shores of the China Ses.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, .32 inches.

The forecast for the 24 hours ending at neon to-day is as follows :--

S. W. winds strong; squally, BROW-TY. S.W. win's, strong to a gale. South coast of China between } Same as No. 1. Hongkong and Lamooks. South coast of China between | Same as No. 1

Hongkong and Hainan ...]

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Among ourselves, MAN SHUN-ON formerly owned shares to the value of \$20,000; Wong OI TONG, \$40,000; CHAN WO SHING \$10,000 CHAN SHUN ON TONG and CHAN SHUN WO Tong, \$4,00 ; CHEUNG WAN KUNG \$5,000; KUNG YURN, \$60,000; and LAU WAI KWAN, alias Bond Hing \$10,000

From 13th February, 1907, the interest and responsibility of all the undersigned in connection with the said Man Cheung Yuen Firm Discontinued and Ceased. MAN-SHUN-ON

CHAN SHUN ON TONG and CHAN SHUN WO TONG WO SHING, Attorney for Wond OI-Tong KUNG YUEN FIRM CHAN WO SHING.

LAU WAI KWAN Attornies for CHAN WO SHING CHEUNG WAN LAM LUEN HING Kung Hongkong, 26th May, 19 8.

NOTICE,

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All swinting and future Bonds, -Promissory Notes admining the chop of Kung Yunn. unless they bear the signatures of both the aforesaid representatives, will be deemed null and

UN OI YU. LAU SHIU CHEUK. UN LAI CHUEN, General Managers. Hongkong, 27th May, 1908.

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F. J. ABBOTT, Acting Superintendent. Honggorg, 17th June, 1908.

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Hongkong, 1st June, 1908. TO LET.

COMMODIOUS SHOP in Des Voux Road Central, Hongkong, Immediate possession Moderate rentals, Apply to-

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Kobe Tainan Naganaki Tamed Tokio Oakba Shanghai Yokohama Keslung HONGKONG OFFICE:

3. DES VOUX BOAD. Interest allowed on Current Account. Deposits received on terms which may be ha on application. D. TOHDOW, Manager. Hougkong, 5th April, 1907.

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OPITAL PAID UP ... Gold \$3,250,000 = about Mex. \$7,222,222 ... Gold \$3,250,000, RISHRVE FUND = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadnesdie House, E.C. Branches and Agents all over the World

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THONGKONG AND SHANGHAI BANKING CORPORATION. PHD-UP CAPITAL ... \$15,000,000

RISERVE FUNDS :-TERLING £1,500,000 at 2/-=\$15,000,000 **\$13,500,000**

\$28,500,000

Hon.Mr.H.A.W. Blade

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RISERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK,-Chairman. E. GORTZ, Esq.—Deputy Chairman E.G. Barrett, Esq. E. Shellim, Esq. C.G.R. Brodersen, Esq. B. Shewan, Esq.

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MANAGER :

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BANKING COBPORATION. J. R. M. SMITH. Chief Manager. longkong, 12th January 1907. NIEDERLANDSCH-INDISCHE

(NITHERLANDS INDIA COMMERCIAL BANK ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000)

HANDELSBANK

Subscribed Capital Fl. 10,000,000 (Paid up) Fl. 2,112,570.36 (£176,048 Reserve Fund

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3 do, 3%

C. WOLDRINGH Manager, No. 16, Des V ux Road Central. Hongkong, 1st April, 1908.

all of the same

BANKS

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LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Daily balance, ON FIXED EMPOSITS: For 12 months

4 per cant. 31 per cent, 24 per cent. EVAN ORMISTON.

Manager. Hongkong, 23rd April, 1908,

THE TOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

HEAD OFFICE - YOROHAMA. BRANCEES AND AGENCIES. Tokyo London Nagasaki New York San Francisco Honolulu Shanghai Hankow Bombay Peking Chefoo Tientsin Newchwang Dalny Port Arthur Mukden Lioyang Antung

Tieling Chang Chan Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 52 per annum

TAKEO TAKAMICHI. Manager. Hongkong, 24th March 1908.

AYEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000

RESERVE FUED ... FL 5,378,375 £448,000

HEAD-OFFICE : AMSTERDAM. HEAD-AGENCY BATAVIA-Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, to rent. Tegal, Pecalongan, Pasoerosan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin. Correspondents at Macses, Bombay. Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy,

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3 do, 81%

- J. L. VAN HOUTEN, Agent, Hingkong, 18th November, 1907. EUTSCH-ASIATISCHE BANK. CAPITAL FULLY FAID UP. Sh. Theis 7,500,000

HPAD OFFICE-SHARGEAL BOARD OF DIRECTORS, BERLIN. Branches: Berlin, Hamburg, Calcutte, Hankow Tientsin, Peking, Tsinanfa, Taington,

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DEUTSCHE BANK S. BLEICHROEDER BERLINER - HANDELS-GESEI LECHAPT Berlin. BANK LUBB HANDEL UND INDUSTRIE BOBBET WARSCHAUER & CO. MENDELSSOHN & Co. M. A. VON BOTHSCHILD &

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LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, . LIMITHU. DEUTSCHE BANK (BEBLEN), LONDON AGENCY DIRECTION DER DISCONTO GESHLISCHFAT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. A. KOEHN.

Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

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JOHN ARMSTRONG. Manager. Hongkong, 14th May, 1908.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 18th August 1906

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed A. AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. REUTER, BROOKELMANN & CO.

Hongkong, 21st April, 1897. TORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY.

TOTAL FUNDS AT SleT DECEMBER, 1905 \$17,837,119. AUTHORISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL 2,750,000

PAID-UP CAPITAL II. Fine Funds 3,886,720 19 8 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RIBKS

SHEWAN, TOMES & CO.,

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

S.S. "BENVORLICH," FROM MIDDLESBRO, LONDON AND STRAITS.

hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject

to be left in the Godowns, where they will be examined on the 19th inst, at 11 A.M. No Fire Insurance has been effected.

Hongkong, 12th June, 1908.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINE

HE Steamship GOEBEN," having arrived. Consignees of cargo are hereby informed that their . Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or satra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, whence delivery

to rent. to be left in the Godowns, where they will be examined on the 23rd inst., at 9.80 A.M.

or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

Hongkong, 16th June, 1908. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY

ADEN, BUMBAY, COLOMBO,

at Trieste.

having arrived, Consigness of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleon Wharf and Godewn Co., Ltd., whence delivery may be obtained.

Trieste ex s.s. "Africa," transhipped at Bombay. Optional Cargo will be discharged here unless notice to the contrary be given immediately .-No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before

. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst., will be subject to rent.

Agents. Hongkong, 15th June, 1908.

HUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY,

Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

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Terms for Advertising (Translation free) can

spainst FIRE at Current Rates. Hongkong, 27th April, 1907.

NOTICE TO CONSIGNEES

ONSIGNEES of Cargo are hereby informed. that all Goods are being landed at their risk into the bazardous and/or extra

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst, or they will not be recognized. All broken, chafed, and damaged Goods are

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

NOTICE TO CONSIGNEES.

may be obtained. No claims will be admitted after the Goods

undelivered after the 23rd inst, will be subject All broken chafed, and damaged Goods are All claims must reach us before the 27th inst.,

have left the Godowns and all goods remaining

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agenta:

NOTICE TO CONSIGNERS.

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PENANG AND SINGAPORE. THE Company's Steamship

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For BORDIN'S CONDENSED MILE Co., CONNELL BROS. COMPANY. Sole Representatives in Hongkong.

Hongkong, 25th May, 1908.

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Ludiesheep's box of Martin's Pfills in the house, so that on the first sign of my Irregularity of the System a timely does may be administered. Those who use them recommend them, hence their energy sale. At all Chemists and Stores, or post free fig. MARTIN, Chemists BOUTHAMPTON, EMCLAND.



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AN IMPERIAL PROBLEM

COTTON WITHIN THE EMPIRE.

Among the economic problems entitled rank as Imperial there is none more worthy the attention of statesmen than that of the cultivation of cotton within the British Empire. Within recent years the dependence of our greatest textile industry on the United States for the supply of its raw meterial has awakened well-founded misgivings among the more far-sighted merchants and manufacturers in Lancashire. Self-help is the pivot of our industrial system, and Lancashire has shown its willingness to help itself by the formation of the British Cotton Growing Association-a cooperative organisation which has already done much to encourage the cultivation of cotton in different parts of the Empire.

But as the problem is an Imperial, and not merely a local one, the Government has recog nised that it has a duty and a responsibility in the matter. The measures initiated by Mr. Chamberlain, during his memorable tenure of office as Secretary of State for the Colonies. have been continued and developed under his. successors, and much valuable work has been done by the Government through the instrumentality of the Imperial Institute and mainly through the Scientific and Technical Section. Four years age a report prepared by Professor

Wyndham Danstan, the director of the Institute, on " Cetton Cultivation in the British Empire and in Egypt" was presented to Parliament, and since that time the quarterly "Bulletin" of the Institute has testified to the constant and unre mitti g attention which has been given to the subject by the technical staff, and to increasing extent to which the Colonial Administrations have availed themselves of the services of the Institute. Now that the anomaly by which the Imporial Institute an organisation mainly concerned with the development of the resources of the Colonies—was placed under the departmental control of the Board of Trade, has been removed, and the organisation has been brought into direct relation with the Colonial Office, there can be no doubt that its sphere of usefulness will be widely extended and that the Empire will derive direct and immediate benefits from the change. The further series of "Reports on the Quality of Cotton Grown in British Pessessions," prepared by Professor Dunstan, which have just been presented to Parliament, furnish conclusive proof of the value of the work which the Institute is doing. Samples of cotton have been examined from so less than twenty-nine different sections of the Empire-in Europe, Asia, Africa. America, and Australasia—the total number of samples which have been examined and rep rted on being no fewer than four hundred and fortynine, all of which, it is stated, are now to be seen in the Public Galleries and Sample Rooms of the Imperial Institute. Nor must it be supposed that the value of the work done can be estimated by the value of the separate reports furnished to the individual Colonies. The Imperial Institute' is, in fact, a scientific and technical clearing-house, where the experience gained in one Colony is passed on to all the other Colonies, so that not only can methods which have proved successful in one Colony be tried in other Colonies where similar conditions. prevail; but, what is of at least equal importance, the failures and mistakes made may act as

warning to others. Already Professor Danstan has found if possible, from a study of the work accomplished by the Institute and by the British Cotton Growing Association, to lay down certain general propositions which may now be regarded as provisionally established. In the first place, whilst advocating systematic trials of foreign cottons, he thinks it is clear that "the best chances of success lie in most cases in the improvement of native cottons." The different varieties of plants from which the world's supply of cotton is derived are all outtivated, and while experience has shown that a first crop, good in quality and quantity, may often be obtained from imported seed, there is a decided tendency for the plants grown under different conditions of soil and climate to degenerate or revert towards their osiginal type, especially under new conditions and primitive cultivation; In Egypt, Professor Dunstan points out, the success of cotton cultivation is principally due to "systematic cultivation and hybridisation of plants native to the country"; while the successful revival of cotton growing in the West In lies equally demonstrates the truth of his general proposition. That successful revival, according to Professor Dunstan, "is largely due to the fact that the cotton to which attention has been given is the Sea Island variety, which, although taking its name from islands on the coast of the Southern States of Azerica, where it has been successfully grown in recent years, is stated to have been cultivated long previously, if it did not astually originate, in the West Indies, and is, therefore, known to be suitable to the conditions of West Indian soil and climate." On the other hand, certain varieties of American cotton or an American native hybrid seem likely to do well in Ugands, Nyasaland, and the Transvaal. Among the negative results obtained is the demonstration that certain varieties of American upland cottons are apparently not suitable for some of our African Possessions, which may, nevertheless, yet be destined to become great

sources of supply for the Lancashire mills. Whether other varieties are suitable, or can be utilised by hybridisation with native plants in a less advanced stage of cultivation, is a matter which can only be determined by careful experiments, and accordingly Professor Dunstan insists that if satisfactory progress is to be made it is necessary that "plant-breeding experiments should be conducted on some definite plan." He recomm ands the trial, among others, of Mendel's method, but adds the very necessary warning that "such experiments are not likely to the successful unless they are conducted under the supervi-sion of scientifically-trained men who are familiar with the details of the method, and also have pre-viously directed special attention to the problems of plant-breeding." Here would seem to be a sphere of action specially marked out for the co-operation of the Imperial Government through the establishment of efficient Agricultural Departments in connection with the local, Administrations, and especially those which are

sure and permanent basis. On one other point of primary importance Professor Daustan has arrived at a definite conclusion of the greatest interest. "Since," he says, "African cotton-growing must for the most purt be carried on as a native industry, it cannot be too strongly arged that every encouragement and facility should be given to the improvement of native cultivation, both by direct instruction and advice to the farmers, and also by demonstrations at selected centres of the

desirous of establishing cotton cultivation on a

results of systematic experimental work." It is to West Africa-and in West Africa, more especially to Northern Nigeria-that we must apparently look for the production of a type of cotton suited to the needs of the Lancashire manufacturer, and in sufficient quantities to make him, if not independent of, at least less dep ndent on, American supplies, And in connection with West Africa Professor Dunstan offers some observations which are deserving of the most careful consideration.

"The extent," he says, "to which cottongrowing will be resorted to by the natives obviously depends on several factors, of which the most important are the price. which can be offered and the competition of other occupations and of other agricultural crops. The collection of palm kernal and the preparation of palm oil in West Africa is so easy and remunerative an occupation that it is at present useless to attempt to introduce cotton cultivation in the palm-oil regions of that country. Moreover, it must not be overlooked that cotton cultivation is one of the higher forms of tropical agriculture, and its successful pursuit calls for qualities which are not always to be found in the West African native, who frequently prefers the simple and, at least, equally profitable occupation of growing the food stuffs of the country. Fortunately, the growth of certain food stuffs may be carried on in rotation with cotton, and the extended adoption of this practice is to be recommended. In fact, cotton cultivation will have to bemade a part of general agricultural practice if it is to become a permanent industry. The steps which are now being taken by Government to teach the natives of West Africa better agricultura procedure must therefore exercise an important influence on the extension and improvement of cotton cultivation. What is urgently needed in addition are the systematic experiments in improving native cotton, which can only be successfully conducted on scientific lines and by trained specialists." To all who are directly interested in the

cotton industry, the abstracts of the detailed reports made to Government which form the bulk of the new White Book will prove of practical value; but Professor Dunstan's introduction makes an appeal to a much larger class, since it deals, on large lines, with a problem which intimately affects one of the great industries on which our national prosperity so argely depends.

LATEST STEAMER MOVEMENTS.

The Glen Line str. Glenstrae from London, &c., left-Singapore on the 16th inst., and may be expected to arrive here on the 22nd inst. The Ben Line str. Benledi from Antwerp and London, left Singapore on the 17th inst., for

The C.P.R. str. Monteagle arrived Nagasaki at 6 a.m. on Wednesday, the 17th inst., and left. again at 5 p.m. same day for Shanghai, where she is due to arrive at 5 s.m. to-morrow. The C.P.R. str. Empress of Japan strived Yokohama at 8.30 p.m. on Tuesday, 16th inst., and left again at noon Wednesday for Kobe, where she is due to arrive at noon to-day.

The Boston S.S. Co.'s str. Shawmut left Kobe on the 16th inst. for Victoria B.C. and Tacoma

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THE FORTY-SIXTH ANGUAL ISSUE

AND HONG LIST FOR THE FAR EAST

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carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.
The PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and bought up to date. They consist this year of four teen of the following -COLORED PLATE OF FLAGSOF FOREIGN HONGS MAP OF THE FAR EAST

PLAN OF YOKOHAMA PLAN OF KODE AND HIGGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN OF TRINGTAU (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN OF HONGKEW (SHANGHAI) with Inset Showing the Extenues SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF THE PRAK PLAN OF NEW TERRITORY (KOWLOON) PLAN OF KOWLOON

PLAN OF MANILA PLAN OF SAIGON ! PLAN OF SINGAPORE PLAN OF BATAVIA-

of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs; Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :-

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TREATIRS WITH CHINA Great Britain; -Nanking, 1842; Tientein, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chofoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowkon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France:—Tientain, 1858; Convention, 1860 Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. nited States :- Tientein, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. ermany:-- Tientsin, 1861; Peking, 1880; Kiacchau Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Lisotung Cors vention, 1895; Commercial, 1896; New Port-

1896. Supplementary Commercial, 1903

Russian: S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895 Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great (Alliance) 1905; Russia (Peace Britain Treaty) 1905.

TREATIES WITH CORNA Japan, 1876; Japan Supplementary, 1876 Japan, 1905. United States, 1882; Grea Britain, 1895.

TREATIES WITH SIAM. Great Britain, 1856 and 1899 France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

- CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea.

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June-Yokohama 25th May, and Foochow. 15th June, General-Hamburg-Amerika. Linio. SOCOTRA, British str., 3,896, W. R. F. Hickey, 17th June-London 10th May, & Singapore 12th June, General-P. & O. S. N. Co.

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CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

17th June. Bujun Muru, Japanese str., for Swatow. Cart Diedericksen, German str., for Holhow. Chilli, British str., for Hollow. Chowfa, German str., for Hollow. Elaz, British str., for Palambang. Liangchow, British str., for Canton. Manila, German str., for Manila and Australia. Socotra, British str., for Shanghai. Tjikini, Du ch str., for Batavis.

DEPARTURES: ASTYANAX, British str., for Nagasaki. CHUWTAI, German str., for Swatow. DEUFAR, Norwegian str., for Chefoo. FRI. Norwegian str., for Canton. GOLDEN, German str., for Shanghai. HUICHOW, British str., for Swatow. KAIFONG, British atr., for Cebu. KTUKIANG, British str., for Amoy. KWANGTAH, Chinese str., for Centon. LOCKEUN, German str., for Bangkok MUNCASTER CASTLE, British str., for Manile. NIPPON, Austrian str., for Shanghai. Signal, German str., for Swatow. SPIR, Norwegian str., for Saigon. WAISHING, British str., for Shanghai.

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| O | NDON & ANTWERP VIA SINGAPORE, &c | ARCADIA | Brit. str | mar | A. L. Valentini | P. & O. S. N. Co | On 27th inst., at Noon. On 12th July. |
| A | RVE & HAMBIRG VIA STRAITS, &c | DORTMUND | Ger. str | k. w. | Luning | HAMBURG-AMBRIKA LINIM | On 26th July. |
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| 1 | RESETLLES, &C. VIA PORTS OF CALL | TONEIN | Fr. str | | Charbonnel | NIPPON YUSEN KAISHA | On 24th inst, at D'ligh |
| | ARSEILLES, HAVRE COPENHAGEN, | STAM | Dan. str | _ | ***** *************** | MELCHERS & Co. | Beginning of July. On 8th July, at D'light |
| 7 | ARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &C | WAKASA MARU Brisgavia | Jap. str | k.w. | N. Nielsen Girstenbrün | HAMBURG-AMBRIKA LININ | On 23rd inst. |
| ľ | NTWERP, ROTTERDAM BREMEN & HAMBURG, NOA & OR MARSEILLES & HAMBURG | HELLAS | Ger, str | k. w. | Mach | HAMBURG-AMERIKA LININ | To-day, at D A.M. |
| E | PLES. GENOA, ALGIERS, GIBRATAE &C | PRINZ HEINRICH | Ger, str | 10.2 | P. Grosch Rud. Meyer | MELCHERS & Co | On 1st July, at Noon, |
| B | APLES, GENOA, ALGIERS, GIERALTAR, &C., | TRIESTE | Aus, str | - | S. Cliunak | SANDER, WIELER & Co | On 20th inst., P.M. About 25th inst. |
| 0 | STON & NEW YORK | OCEANO | Brit. str Brit. str | | *** *** *** *** *** | CANADIAN PACIFIC R. Co | To-day, at Noon. |
| 1 | NCOUVER VIA SHANGHAI JAPAN, &c | Empress of Japan | Brit. str | | 000 10 000 000 000 300 | CANADIAN PAGIRIO R. Co., | On 4th July, at 4 P.M. |
| | CTORIA, B.C., & SEATTLE, WASH., &c | KAGA MARU | Jap. str | 4 | G. S. Lapraik T. W. Garlick | DODWELL & CO. LTD | On 23rd inst, at 4 P.M. On 1st July. |
| | CTORIA B.C., &TACOMA VIA JAPAN CTORIA, B.C., & PEATTLE, WASH., &c | TREMONT | Jap, str. | | J. Nagao | NIPPON YUSEN KAISHA | On 7th July, at 4 P.M. |
| | ISTRALIAN PORTS VIA MANILA | MANILA | Ger. str | _ | J. Minssen St. John George | MEICHEES & Co | To-day, at 5 PM. On 25th inst, at Noo |
| | ISTRALIAN PORTS VIA PORT TORWIN | CHANGSBA | Brit. str Brit. str | 10 a mm 1 a m 1 | G. W. Eidy | BUTTERFIELD & SWIBE | On 27th inst., at 4 P.A |
| | ISTRALIAN PORTS VIA MANILA | NIKKO MARU | Jáp. str | A | T. Harrison | NIPPON YUSEN KAISHA | On 10th July, at Noon On 7th Aug., at Noon |
| | ISTRALIAN FORTS VIA MANILA | KUMANO MARU | Jap. str Rus. str | 1.00 | N. Mathieson | MELCHERS & Co. | About 5th July. |
| | OKOHAMA AND KOBE | PRINZ WALDEMAR. | Ger. str. | | W. von Senden | MELCHERS & Co | About 26th inst. |
| | OBE AND YOKOHAMA | KAWACHI MABU | Jap. str | | H. Petersen N. Mathieson | NIPPON YUSEN KAISHA | On 27th inst., at D'li On 8th July, at Noon |
| | AGASAKI, KOBE & YOKOHAMA | TJIBODAS | Dut. str | | Zwart | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| ĺ | HINGWANGTAO, JAPAN, AMERICA, &c. | AMIRAL EXELMANS | Fren.str. | 7.5 | V MaClemont Liddell | J. MILLET JARDINE, MATHESON & Co., LD. | On 25th July. To morrow, at 4 P.M. |
| | ENTSIN VIA SWATOW & CHEFOO | BUJUN MARU | Brit. str Jap. str | | M. Nemoto | OBAKA SHOBEN KAISHA | To-day, at 10 A.M. |
| | IANGHAI, MOJI, KOBE & YOKOHAMA | SOCOTRA | Brit. str. | | W. R. Hickey | P. & O. S. N. Co. | About 18th inst. |
| | IANGHAI, MOJI & KOBE | VETOROFU MARV | Jap. str Ger. str | . 1 | K. Sato | | On 20th inst. |
| | ANGHAL & CHINKIANG | | Brit. str. | . 1 m: | Williams | BUTTERFIELD & SWIRE | On 20th inst., at 4 P. On 21st inst., at DT |
| | HANGHAI VIA SWATOW | HANGBANG | Brit. str Brit. str | and the second | A. E. Sandbach | | |
| | HANGHAI. KOBE & YOKOHAMA | CALEDONIEN | Fren.str. | 1. | Lemonnier | MESSAGERIES MARITIMES | About 22nd inst. |
| | HANGHAI. YOKOHAMA & KOBE | SAXONIA | Ger. str. | 4 | M. B. Lake | Tananawa Maguragana & Co Tim | On 23rd inst. at No. |
| | HANGHAI, YOROHAMA, KOBE & MOJI | DEVANED | Brit. str Brit. str | | T H. Hide, R.N.R. | P. & O. S. N. Co | About 25th inst. |
| | HANGHAI, YOKOHAMA & KOBE | PETRONIA | Ros. str | | H. Pybus & | MELCHERS & Co | End of June. About 1st July: |
| | HANGHAI, NAGASAKI, KOBE & YOKOHAMA | PEINZ LUDWIG | Dut. str. | | de Brouwers | JAVA-CHINA-JAPAN LIJH | Quick despatch. |
| | HANGHAI NPING VIA SWATOW & AMOY | 1 1 | Jap. str. | · | T. Ito. | OBAKA SHOSEN KAISHA | On 24th inst., at D'i |
| Į | MSUI VIA SWATOW & AMOY | DAIJIN MARU | 1 19 A. L. L. | 7.1 C T T T T T T T T T T T T T T T T T T | I. Sakurai Evans | | To-morrow, at 2 P.M. |
| | NATOW, AMOY & FOOCHOW | | 19. 94 . A. | | B. J. Payne | JARDINE, MATHEBON & CO., LD. | To-morrow, at 4 P.M |
| | ANILA | RUBI | | Total Control of the | R. Almond A. W. Outerbridge | | On 20th inst., at No On 23rd igst., at 4 P |
| | ANILA | | Color De Will All. | | T. Mevrick | JABDINE MATHESON & Co., LD | On 26th inst., at 4 1 |
| | ANILA | ZAFIRO | Brit, str. | 4 14 1 | Rodger | JARDINE, MATHESON & Co., LD. | To-day, at 4 P.M. |
| | ANDAKAN in the second in the | MAUSANG | | | F. Sembill | MELCENES & Co. | About End of June. |
| | OMBAY VIA SINGAPORE & COLOMBO | YEBOSHI MABU | Jep. str. | | B. Kon | | To-morrow, at Noon. |
| | INGAPORE. PENANG & CALCUTTA | AREATOON APCAE | | | A. Stewart | JARDINE, MATHESON & Co., LD. | On 24th inst., at No |
| | INGAPORE. PENANG & CALCUTTA | | Jap. str. | | S. Afmmi | USAKA SHOSEN KAISHA | On Zota inst., at No |
| | ATAVIA, CHERIBON, SAMARANG, &c. | | | •" | H. E.cops | JAVA-CHINA-JAPAN LUJE | Amon mobatom |
| | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | |

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| COLOMBO, aniPORT SAID | Capt. N. Airlsen | Tong 6265 at Daylig | ght |
| VICTORIA, B.C. and SHATTLE, WASH, via BHANGHAI, MOJI, KOBE YOKKAICHL BH! MIDZU and YOKOHAMA | S KAGA MARU Capt. G. S. Lapraik, T | TUESDAY Fors 6301 at 4 P.M. TUESDAY | 7, 23rd June, 7. 7th July. |
| to represent the first and all TATRET PROPERTY HERE IN | I MIKEO MADO | I DIDITION IN | TOUR OWNER |
| ISLAND. TOWNSVILLE | KUMLA W MARU | Tone 5076 At Noon. | 7th August, |
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| KOBE and VOKOHAMA | KAWACHI MARU | SATURDA one 6101 June at I | Y, 27th O'light. |
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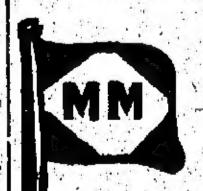
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STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRANILS to PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VENICE and ADRIATIO

THE Company's Steamship

" TRIESTE, Captain S. Cliunak, will be despatched as above on SATURDAY, the 20th June, P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Princes' Buildings.

Hongkong, 11th June, 1908. EASTERN AND AUSTRALIAN STEAM.

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SHIP COMPANY, LIMITED.

THE Steamship

"ALDENHAM Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at

Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provitions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have alectric fans fitted in statercoms.

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Hongkong, 10th June, 1908. THE AMERICAN AND ORIENTAL

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FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO," will be despatched for the above Ports on or about THURSDAY, the 25th June. For Freight apply to

ARNHOLD KARBERG & Co., Hongkong, 13th June, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL, AMBRICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain A. L. Valentini, R.N.B., carrying His Majesty's Mails, will be despatched from this for Hombay &c. on SATUR-DAY, the 27th June at Noon, taking passengers and cargo for the above ports n connection with the Company's s.s. "MOOLTAN," 10,000 tons, from Colombo, pas-sengers' accommodation in which vessel is secured before departure from Hongkong. · Bilk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR," due in London on the 9th August, 1908. Parcels will be received at this Office until F.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to Acting Superintendent. Hongkong, 15th June, 1908.

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Aprica, in connection with INDO. CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

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For further Particulars, apply 4

Hongkong, 15th June, 1908.

F. J. ABBOTT. Acting Superintendent

EDMARIL.

NAVIGATION CO., LIMITED.

| FOR | STRAMBRS | | TO BAIL. |
|----------------------------|-------------|--|---|
| SHANGHAI and CHINKIANG | + "LINAN" | | 20th June, 4 P.M |
| WANILA | * "TAMING" | · · · · · · · · On | 23rd June, 4 r.: |
| MANILA ZAMBOANGA, THURS- | | 1771 | |
| DAY ISLAND, COOKTOWN, | | | |
| CAIRNS, POWNSVILLE, | | | |
| BRISBANE, SYDNEY, with | > 1 "CHANGS | HA" On | 27th June, 4 P.M |
| Transhipment for TASMANIA, | | 1 | |
| NEW ZEALAND, ADELAIDE, | | —————————————————————————————————————— | , and the same of |

FREMANTLE and PERTH MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger secommedation with Electric Light throughout and Electric Fans in the Statercoms and Dinning

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BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

| | PROJECTE D | SAILINGS | FROM HOL | GRONG (8 | BRIEGT TO |) ALTERAT | TOM) |
|------|--|------------------|--|--|----------------|------------------|--------|
| 1 | FOR | | · · · · · · · · · · · · · · · · · · · | STEAMER | 8 6 | TO BAIL. | |
| * | BANDAKAN | | | " MAUBANG | Thursd | sy, 18th June, | FP.M. |
| | MANILA | | | LOONGSA | NG" Friday | 19th June, 4 | P.H. |
| 4 | TIENTBIN | TIA SW | A COLUMN THE A PERSON AS A PER | The state of the s | | | |
| 1, 1 | | 41. | | | T | , 19th June, 4 | |
| 2.0 | SHANGHAI | A CITE AMOUNT | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | HANGRAN | (G" Sunday | , 21st June, D | light. |
| | | | | "KWONGS | ANG" Monds | y, 22nd June, | Noon. |
| | SHANGHAI SH'HAI, YOR | CONTRACTOR AND A | And B. Mary | NIAMERANO | L'98 Troub | w 29wd Inne | Noon. |
| 1 | BH HAL YUN | UHAMA, K | ORM OF DIOMA | HOOF SAN | CL PS STATA | ay 94th Tope | Noon |
| | SINGAPURE, | PENANGE | UALCUTTA | TOOLOGIA. | CI TUIL | ORIL Topa A | 2100,E |
| • | MANILA | | erine inn an inn ben | TURNBAN | Crasses Prints | Social a minal a | Fr. |
| | | RETU | RN TOU | R3 TO | JAPAN. | | |
| | The state of the s | | | | Li Y | | |

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yok hama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steemer at Yokohama and rejoin at Kebe.
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| FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA 20th June | | F |
|--|---|---|
| FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA 23rd June | | F |
| FOR SHANGHAI, YOKOHAMA & KOBE: 8.S. SILVIA 26th June | 7 | F |

FOR SHANGHAI, YOKOHAMA & KOBE! S.S. SLAVONIA ... Sth July

OR GENOA AND OR MARSEILLES HAMBURG: S.S. HELLAS ... 18th June OB ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June. FOR HAVRE & HAMBURG: BS. DORTMUND ... 12th July SS. ISTRIA 26th July S.S. SAXONIA ... 9th Aug.

Further Particulars, apply to-Hongkong, 17th June, 1908

HAMBURG-AMERIKA Hongkong Office.

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|--|--------------------------------|
| NAPLES, GENOA, ALGIERS, 7 | "PRINZ HEINRICH" CaptP. GROSCE |
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| | Capt. F. SIMBILL |

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ... Por a ther Particulars, app y to

About Friday, 26th June. End of June. "KLEIST"

Wed'day, lat July, at Noon. Capt, RUD, MEYER About Wed'day, "PRINZ LUDWIG" Capt. F. v. BINZER .. lst July.

TO SAIL

Thursday, 18th

June, at 9 A.M.

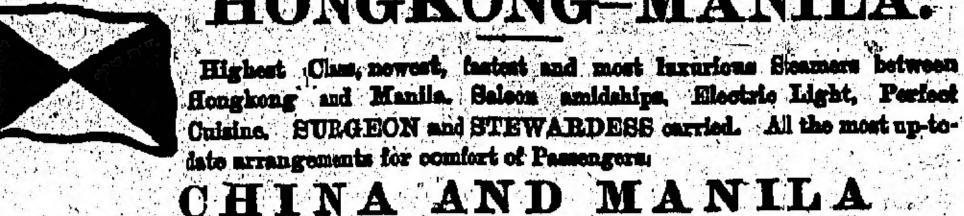
Thursday, 18th

June, atoP.M.

NORDDEUTSCHES LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 18th June, 1908.

HONGKONG-MANILA.



STEAMSHIP COMPANY, LIMITED.

| STMAMSRIP 1 | Coms. | CAPTAIN | POR | SAILING DATE. |
|-------------|-------|---------------|--------|---------------------|
| RUBI | 254Û | R. W. Almond. | Manila | On 20th June, Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 27th June, Noon. |
| | - | | | |

For Freight or Passage apply to-

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Hongkong, 15th June, 1968.

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|--|---|
| + SHANGHAI VILSWATOW, AMOY and FOOCHUW. | BUJUN MARU" THURSDAY, 18th June Capt. M. NEMOTO at 10 AM. |
| * TAMBUI VIA SWATOW & AMOY. | Capt. I. SAKURAI SUNDAY, 21st June, |
| ANPING VIA SWATOW, | Copper To Tro |
| SOURABAYA (DIRECT) | ("SHIBETORO MARU") THURSDAY, 25th June Capt. S. ATSUMI) at NOOM. |

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidahips, Unrivalled Table Taking Cargo on through Bills of Lading to all Yangtene and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

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| | EXELMANS 25th Jul | y = MALTE = CEYLAR | N | 12th Oct. 26th Nov. 11th Jan. 0 |
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STRANGRA AMARA, British atr., 1,566, C. J. Mattock, 14th June - Wakamatsu 8th June, Coal -Jardine, Matheson & Co. AMIRAL DE BROUMONT, French str., 154, Chalais, 22nd April—Haiphong 18th April,

Ballast-Wilks & Jacks. ARABIA, German str., 2,867, C. Neumann, 7th June—Portland, 29th April, Flour and Lumber—Portland Asiatic S.S. Co. ARBATOON APOAB, British str., 2,931, A. Stewart, 13th June-Moji 8th June, General-David Sassoon & Co., Ltd.

BUJUN MABU, Japanese str., 1,118, M. Nemoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kaisha. CAMETA, British str., 2,903, P. Gibson, 6th June-Ruchinotzu 1st June, Coel-Mitsui Bussan Kalsha.

CABL DIEDERICHBEN, German str., 774, T. Kayser, 16th June—Swatow 15th June, General—Jebsen & Co. CATHERINE APCAR, British str., 1,780, W. D. A. Thomas, 13th June—Calcutta via Singapore 8th June, General — David Bassoon & Co., Ltd.

CHEANGCHEW, British str., 1,213, E. Stepherd, 15th June-Amoy 9th June, General-CHEONGSHING, Brit. etr., 1,256, V. McClymont Liddell, 14th June—Tientsin via Ports 6th

June, General—Jardine, Matheson & Co. CHIHLI, British str., 1,143, J. Warrack, 15th June—Haiphong via Hoihow 11th June, General—Butterfield & Swire.

CHITCHN, Chinese str., 1,177, C. Stewart, 13th June - Shanghai 9th June, General -CHILDAR, Norwegian str., 1,102, H. Nielssen

2rd June-Bangkok 27th May, General-Butterfield & Swire. CHOISING, German str., 1,021, F. Buecking, 11th June-Bangkok 5th June, Rice-Butterfield & Swire.

CHOWFA, German str., 1,055, G. Spiesen, 11th June-Saigon 7th June, General-Butterfield & Swire. COURTPIELD, British str., 4,897, John Wiseman,

25th May-Moji 20th May, Coal-Mitsui Bussan Kaishs. ELAX, British str., 1,652, Brownson, 14th June Singapore 8th June. Bulk Oil-Asiatic Petroleum Co.

ELLEN RICKMERS, British str., 1,997, Schwagemann, 16th June-Moji 10th June, Coal-Mitsui Bussau Kaisha. FRI, Norwegian str., 860, C. Wagle, 16th June -Newchwang June 7th, and Chefoo 9th, General—Asgaard, Thoresen & Co.

FRITHJOF, Norwegian str., 891, Olaf Andersen, 14th June-Saigon 9th June, Rice and Cotton Seel-Asguard, Thorsen & Co. HATPHONG, Franch str., 500, Pomfret, 22nd April-Halphong 18th April, Ballast-Wilks & Jacks. HANGSANG, British str., 1,856, S. Wilde, 15th

June-Shanghai 10:h. June, General-Jardine, Matheson & Co. HANOI, French str., 742, J. Pannier, 15th June -Haipheng and Ports 11th June, General -A. R. Marty.

HILARY, German str., 1,276, H. Uecker, 29th May-Saigon 24th May, Rice-Sander, Weiler & Co. HINSANG, British str., 2,346, A. G. Smith, 28th May-Haiphong 26th May, Coal-Jardine,

Matheson & Co. IONGKONG, French str., 840, A. Corneliussen, 8 h June-Haiphong June 5th, & Hoihow 7th, General-A. R. Marty. ITRAKA, German str., 1,450, Vogeler, 13th June -Chinking 9th June, General-Hamburg-

Amerika Linie. -KAGA MARU, Jap. str. 3,906, G. S. Lapraik, 14th Jane-Japan and Shanghai 11th June, General-Nippon Yusan Kaishs, KRONG WAL, Garman str., 1,115, P. Köhler, 15th June-Bingkok June 7th, via Swatow 14th Rice and Teakwood-Butterfield &

KIANGOHING, Chinese str., 1,002, Bresander, 3rd June-: banghai 30th May, General-KTYO MARU, Japanese str., 1:448, I. Hirai, 9th

June-Bangkok 1st June, Teak-Missui" Buegan Kaisha. LENNOX, British str., 2,361, F. McNair, 5th June-Vancouver 5th May, wis Japan ports Shaughai and Woosung 2nd June, General -Canadian Pacific Railway Co.

Linan, British str., 1,351, C. C. Williams, 14th June - Chingwantao 7th June, Coal But erfield & Swire. Manila, German str., 1,108, J. Minssen, 30th

May-Sydney 5th May, General - Melchera MAUSANO, British str., 1,644, Weigall, 7th June-Sandakan 2nd June, Timber and

.. General-Jardine, Matheson & Co. OCEANO, British str., 1,739, M. La Brum, 14th June-Hongay 12th June, Coal-Dodwell ONSANG, British str., 1,787, R. Cox, 14th June

-Moji 7th June, Coal-Jardine, Matheson PARLAT, German etr., 1,017, J. Wenzel, 16th June - Bangkok 12th June, Rice and

Meal-Nordden scher Lloyd PEIHO, German str., 476, V. Flottwell, 27th May - Saigon 22nd May, Rice-Hamburg-Amerika Linie. POCAHONTAS, British str., 1,740. F. G. Cox.

14th June-Salina Croz 12th May-Order. POWHATAN, British str., 1,050, Turner 29th May-Salina Cruz 21th April, Ballast-Chinese. PROGRESS. Norwegian str., 1 450, Sedjemig, 11th June-Moji 4th June, Coal-Wallem

PROMETREUS, Nor. str., I,024, O. Kornelinsson, 4th June-Bangkok 28th May, Rice-

Butterfield & Swire. RAGNAR, Norwegian str., 1,220, Augensen, 5th June - Rajang 29th May Timber -Wallem & Co. RAJABURI, German str., 11,89, H. Bremer, 18th

Jane Bangkok 5th June, General -Melchers & Co. REIDAR, Norwegian str., 2,241, C. Stangebye 15th June-Moji 9th June, Coal-Asgaard Thoresen & Co.

ROMANY, British str., 2,579, Nasbit, 14th June -Kobe 6th June, Ballast-Asiatic Petro-- leum Co. Runt, British str., 1,611, R. W. Almond, 15th June-Manila 13th June, Hemp, Sugar and

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-Butterfield & Swire. SIMONGAN, Dutch str., 1,202, H. Vos, 21st May -Samarang via Pulo Laut 11th May, Sugar-Chinese. SUMATRA, German str., 507, Meinken, 12th

June New Guinea 20th May, and Palas Island 2nd June, Copra-Melchers & Co. TEDEMACHUS, British str., 1,349, J. Williamson, 13th June - Saigon 8th June, Rice -

TIENTSIN, British str., 1 227, E. Monkman, 7th June-Amoy 5th June, General-Butterfield & Swire. TJIRINI, Dutch str., 2,826, H. Koops, 15th June-Moji and Swatow 14th June, General

-Java China Japan Lijn.

TRIUMPH, German str., 769, Hansen, 16th June -Haiphong 14th June, Rice-Jebsen & Co. VALBUTIA, British str., 2,111, Richards, 2nd June—Cardiff 17th April, Coal—Order. VAUSHALL, British str., 2,346, Bradhering, 12th June—New York 14th March, and Labuare

6th June, Case Oil-Standard Oil Co. YBBOSHI MARU, Japanese str., 2,992, B. Kori, 16th June-Moji 11th June, Coal and General-Nippon Yusen Kaishs.

BAILING VESSELS, JUTERPOLIS, British ship., 2,489, Stewart, 6th June—San Francisco oth April, Case Oil— Standard Oil Co



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ON SALE.

of the World

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五 FROM 19T JANUARY, 1864 TO 31ST DECEMBER,

1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF Kwono Sur.

PRICE \$2 CASH

On Sale at the "Hongkong Daily Press" OFFICE, or Agents in all the Ports of the

Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

POST OFFICE NOTICE

The Caledonien, with the French mail of the 22nd May, left Singapore on Monday, the 15th inst, at 2 p.m., and may be expected here, on or about Monday, the 22nd inst. This sket brings replies to letters despatched from Hongkong on the 18th April.

| packet brings replies to letters despatched from | | DATE | Alhan |
|--|-----------------------|--|------------|
| FOR 2 | P#08. | Thursday, 18th, | Banks |
| | | Registration 8.00 A.M. | |
| EUROPI, &C., INDIA VIA TUTICORIN | Prinz Heinrich . | Registration, Kowlood B.O 7.80 A.M. | Nat |
| (Late Letters 8,00 to 8.30 A.M. Extra Postage 10 cents) | | No late fee. | Bell's |
| | | Letters 8.00 A M. | China |
| Bwatow, Amoy, Foschow and Shanghai | Bujun Maru | Thursday, 18th, 8.00 A.M. Thursday, 18th, 9.00 A.M. | China |
| Baiphong | Choising | Thursday, 18th, 9.00 A.M. | China |
| Charles Mori Koh and Yokohama | Socotra | Thursday, 18th, 11.00 A.M. | Cotto |
| Paners and Paners and Unioning actions and | Arratoon Apcar | | Ho |
| Keelung, Shanghai, Nagasaki, Kobe, Yoko-} | Lennox | | In: La |
| Malarido | Andalusia | Thursday, 18th, 11.00 A.M. Thursday, 18th, Noon. | So |
| Singapore and Colombo | Sui Tai | Thursday, 18th, 1.15 P.M. | Dair |
| Macao mie secondo de la constante de la consta | Mausong | Thursday, 18th, 3.00 P.A. Thursday, 18th, 3.00 P.M. | Dock H. |
| Shamaki Mari and Kobe | Yetorofu Maru | | H. |
| Manila, Friedrich Wilhelmshafen, Simpson- hafen Herbertshohe, Matupi, Brisbane, | 100 | 1015 400 p.w | Ne 8b |
| Cadeer Hohert Lanneston New / | Manila | Thursday, 18th, 4.00 P.M. | >87 |
| Zealand, Melbourne, Adelaide, Perth and remantle | | | Fen |
| Elainhane | Triumph | Thursday, 18th, 5.00 P.M. | *** |
| Quang Chow Wan, Hollow, Pakitor and | Hanoi | Friday, 19th, 9.00 A.M. | Gree |
| Bingapore, Colombo and Bombay | Yeboshi Maru | Friday, 19th, 11.00 A.M. | Hon |
| Swator, Amoy and Foochow | Haimun | Friday. 19th, 1.00 P.M. Friday. 19th, 1.15 P.M. | Hon Hon |
| Manile, | Loongeang | Friday, 19th, 3.00 P.M. | Hon |
| Swatov, Chefoo and Lientsin | Checongerous trees | Priday, 18th, 6,00 Pris. | H.K in |
| Marilana de la constitución de l | Tamos series series | Saturday, 20th, 1.15 P.M. | Hon |
| Macao | Stentor | Haturday, 20th, 2.70 P.M. | Inst |
| Shanglai and Chinklang | Linan Hangsang | Datament Book 500 p to | |
| Moji, Kobe, Yokkaishi, Shmidzu, Yokohama, | Arabia | 6 . T. OOA EOA | Č |
| Honolnin San Francisco, and Fortiand) | | 01.00 | 1 .4 |
| S vatow Amoy and Tamsui | Daijin Maru Kwongsang | Monday, 22nd, 11.0t A.M. | U |
| Shanghai, Yokohama, Kobe and Moji | Namsang | Tuesday, 28rd, 10.00 A.M. | |
| | | Tuesday, 23rd, Printed Matter and Sam- | Lan |
| | | ples 10.00 A.F. | · P |
| E spore, &c., India via Tuticoria | | Registration, 10,00 A.s. (Registration, with late, | |
| Posterie 30 rests 1 | Tonkin | fee of 10 cents, up t | 1 Y |
| Matters mosted in all the Pillar Boxes; | | 10.45 A.M.) hegistration, Kowloon | Mir |
| in time for the first clearance will be included in this contract mail.) | 2.00 | b.O 10.00 A.M | C |
| | 1. g | No late feet | 100 |
| | | Letters 11.00 A.M. Tuesday, 23rd, 3.00 P.M. | 1 1 |
| Manily Water Kohn Vokkajeliel | Taming | Tuesday, 23rd 3.00 P.M | EM |
| Keeling, Shanghai, Moji, Kobs, Yokkaichii, Shimidzu, Yokolama, Victoria and Seattle | 100 | TT. 4 041 112 00 a au | |
| - Bludenhee Panang and Calcula accidences | TO COMPOUNT PROPERTY | TOTAL TOTAL TOTAL | |
| Batavis, Cheribon, Samarang, Boernusya and | Tjilatjap | Thursday, 25th, 10.00 A.M. | Ste |
| Port Darwin, Thursday Island, Cooktown, | | | 1 |
| Ceirne Townsville, Brisbane, Sydney, and | Aldenham | Thursday, 25th, 11.00 A.M. | 1 |
| Melbourne, Adekide, Perth Hobart, Laun- | | 20.12 | to pro- |
| | | Friday, 26th, Printed Matter and Sam | |
| | | ples10.00 A.M | , · · · § |
| EBARGHAI, NAGIBAKI, KOBE, SHIMIDZU, | | Registration, with late | e de B |
| YCKOHAMA, HONOLULU and SAN FRAN- | America Maru . | fee of 10 cents, up to | |
| finantementary mail on board up to the | | 10.45 A.M.) | Ste |
| time fixed for departure of the mail, Extra Postage 10 cents) | | B.O10.00 A.M | |
| DECEM TORONGO TO CONT. | | No late leu. | |
| | | Friday, 26th, 3,00 P.E | |
| Mania | Yuensang | Saturday, 27th, | |
| (Late Letters 11.00 A.M. to Noon Extra | | Printed Matter and Sau | U |
| Postore 10 cents) | | ples | |
| (Supplementary mail on beard up to the time fixed for departure of the mail | | Registration, with lat | е |
| Entro Postago (Conta) | Arcadia in the | tee of 10 cents, up t | 0 - |
| letters posted in all the Pillar Boxes | 1. 2 | Registration, Kowlog | n - |
| in time for the first clearance will be, included in this contract mail.) | | B.O 10,00 A. | ž. 1 |
| The Parcel mail will be closed on Friday, | | No late les. Letters11.00-A.M | |
| the 26th instant, at 5 p.m | 3 | | |
| 40mm Cairna Thwnsville, Brisbane, Sydney, | Li oril- | Saturday, 27th, 3.00 P.3 | 4: |
| Trabage transposion New Zealand, Miel- | | | 0 |
| bonne, Adelaide, Perth and Fremantle | | -:JULY: | |
| Reeling, Moji, Kobe, Yokkaichi, Shimidzu, | 2 | Wednesday, lat, 10.00 A.M | |
| Victoria Victoria and I Booms | 211 1 | se stoutestall and some | |
| Tracking Shanghti Narakaki LOOK, LOX | Siberia | Friday, 8rd, 5,00 r.s | 7 |
| kaichi, Shimidin, Kononama, Honorum, | 5 | | \ \J |
| DEL MONAL A AGAMAKI, KOBE, XOROHAMA | Monteagle | Baturday, 11th, 11,00 A.3 | и. |
| VICTORIA and VANCOUVER (B.C.) |) | | _ 0 |
| | | | - |

DOCTORS & ANALYSTS

TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OUR

DIAMOND BRAND SHERRY. **AMOROSO**

PER DOZEN BOTTLES ... \$18.00

SAMPLES ON ARELICATION TO-

Hongkong, lst June, 1908.

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

| OPIUM. June 17th | STEAMERS PASSED THE CANAL. May 23rd—Albenga, Antenor, Idomeneus, Seneca, Indrapura, Teenkai, Lothian. 30th— |
|----------------------------|--|
| Quotations are: Malwa New | Montgomeryshire, Eaxonia, Kawachi Maru. June 3rd—Nore, Elizabeth Rickmers. 6th— Agamemnon, Indramayo, Liberia, Ningchow, Nubia, Queen Olga. 10th—Benlarig, Glen- turret, Suevia, Colombe Maru, Prinz Ludwig, |
| Perian extra fine | 13th—Tudor Prince, Kaisow, Kamakura Maru, P. E. Friedrich, Sanuki Maru, Silesia (Ger.) Tourdne. 17th—Glenroy, Persia, Sikh. |
| Pates New | June 16th—Jason, Tydeus. MESSRS. FALCONER & CO.'S REGISTER. |

ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRES Hongkong 26th February 1907.

ISTER. June 17th. Barometer 9 A.M., 29.80 Therm. (Wetbulb) 9 A.M. 78 Barometer 1 P.M., 29.78 Therm. (Wetbulb) 1 P.M.79 Barometer 4 r.m. 29.76 Therm. (Wetbulb) 4 r.m.79 Thermom. 9 A.M. 81 Therm. Maximum82 Thermom. 1 P.M. 82 Therm. Minimum over

JOINT STOCK SHARES.

Hongkong, June 17th. QUOTATIONS. PAID UP. COMPANY. Ps. 200 Nominal. 1760, sales & sel nghong & S'hai... London 273.10. \$51, buyers tional B. of China 174, sellers Asbestos E. A.. \$12 \$102, sales Borneo Co.... \$10 } \$61, buyers

\$10 | 191, buyers Provident n Millsternational k....Tls. 75 Tls. 63. y Farm \$6 | \$19}, buyers e and Wharves-\$50 \$51, sellers &K. Waarl & G. \$50 \$106, sellers 4 W. Dock 191, buyers w Amoy Dock ... anghai Dock Tls. 100 hai & H. Wharf., Tls. 100 | Tls. 2371. \$25 \$13, Bellers wick & Co., Geo... on Island Cement.

\$10 \$101, buyers £10 \$175, buyers ghong & C. Gas... gkong Electric .. \$50. \$95, sellers gkong Hotel Co... \$225, gales gkong Ice Co..... Milling Co., Ld. \$100 | Nominal. liquidation \$10 \$25, buyers gkong Rope Com rances-\$235, sellera anton \$93, sales hina Fire \$861, buyers hina Tcaders \$315, buyers longkong Fire Tla. 78, sellers orth China..... \$795, sellers nion \$1474. \$60 angtaze ed and Buildinglongkong Landluv. \$10 \$10, buyers lumphroy's Estate

\$99, sales & sel. Cowloon Land & B. thanghai Land..... Tls. 50 Tis, 119: \$50 \$48, sellers WestPointBuilding Fcs. 250 \$570, buyers harbonnages 18/10 k Tramways \$10 \$8, sellers. ilippine Co. fineries — \$100 \$1324, sellers Thina Sugar \$100 \$22 uzon Sugar eamship Companies China and Manila,... \$25 \$10, sellers \$50 \$ 64, sales Douglas Steamship. \$15 \$29\, sellers I., Canton & M.....

C \$88. : Indo-China S.N. Co. 46/-, rales Shell Transport Co. \$10 \$25, seller: Star Féiry..... \$5 \$15, sellers Do., New \$28, buyers ath China M. Poster \$5 \$6, sellers eam Laundry Co.... res & Dispensaries Campbell, M. & Co. Powell & Co., Wm... \$10 \$3, buyers Walkins \$10 \$94, acllers Watson & Co., A. S \$1() \$150, buyers Weissmann, Ld. .. ited Asbestos ... \$10 \$150, buyers Do. Founders \$10 \$103, buyers ion Waterboat Co.

VERNON & SMYTE. COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS. June 17th.

| * | | |
|----------|-----------------------------------|------------|
| OM | LONDON. | |
| | Palacrenhia Transfer | 1.9 |
| | Bank Bills, on demand | 194 |
| | Bank Hills, at 30 days agat | T S.S. |
| 1 | Bank Bills, at 4 mouths sight | $1/10^{2}$ |
| 11.7 | Credits, at 4 months' sight | 1 10% |
| | Documentary Bills 4 months' sight | 1 10 🔏 |
| JW | PARIS. | |
| - | Bank Bills on demand | 229 |
| | Credits, at 4 months' sight | 2331 |
| ON | IIDOMANY | |
| 1 | on demand | 186 |
| OR | NEW YORK. | |
| ~ | Bank Bills, on demand | 441 |
| | Credits, at 60 days sight | |
| - | Rower | |
| | Telegraphic Transfer | 1371. |
| | Bank, on demand | 1374 |
| On | CALCUTTA | 7 |
| | Telegraphic Transfer | 1374 |
| ٠ | Bank, on demand | 1371 |
| On | SUL WOULT - | |
| | Bank, at sight | 745 |
| | Private 30 days' sight | 754 |
| ÓW | YOKOHAMA.—On demand | 391 . |
| Ox | Manyra -On demand-Pesos-8 | 94 |
| Ost | Sever Pork - On demand | 81 |
| ON | BATAVIA - On demand | 1094 |
| ON | BATAVIA.—On demand | 2 p.c. |
| ON | BAIGON.—On demand | D.C. |
| On | BANGROR.—On demand | 84 |
| 80 | VEREIGNS, Bank's Buying Rate | 10.80 |
| | | |

GOLD LEAF, 100 fine, per tael..... \$56.50 BAR SILVER, per oz.24% HONGKONG TIDE TABLE.

From June 18th to 24th, 1908.

| 8 | Month. | Ho Mea | ngko n Ti | me. | Hei | ght | Ho Mes | ngk in T | ong ime. | Не | ght. |
|------|--------|------------|--------------|----------------|-----|----------|-----------|-------------|---------------|-----|-------|
| anra | 18 | m, | 0 ! | n. 7 | ft. | in. Z | m | h. | m. 42 0 | ,1t | . in. |
| 1 | 19. | . m | - | 6 | 4: | 8 | Di | 5 | 302 54: H | 3 | 4 |
| 1. | 20 | m | -2 | 61 a | 4 | 3.0 | in | | 27. 51 a | 3 | . 6 |
| ın, | 21 | . 500 | 3. | | 5 | 4 | m | 7 | 44 | 8 | 8 |
| on. | 32 | D | 4 | 15 n | 5 5 | 5 | , CD | 10 | 61 a | 3 | 6 |
| 191, | .22 | m | 5 | 85 · 27 · A | 4 | 9 | -10 | 11 | 41, 84 a | 8 2 | 1 3 |
| og. | 24 | PA. | 0 | 19. | 5 | 6 | | | 11 - | . 2 | . 6 |

REGISTER.

| | Previous Day st 4 p.m. | On Date at | on Date |
|---|------------------------------------|---|-------------------------------|
| Barometer Temperature Humidity Wind Direction Force Westher | 29.79 82 80 SW 4 oq | 29,80 83 77 8 W 4 64 0,82 | 29.77 88 74 83W 4 |

Lowest open air Temperature on 16th00

VESSELS EXPECTED.

THE INDIAN MAIL. The Indo-China str. Namsang from Calcutta and the Straits left Singapore for this port on 18th inst., and may be expected here to-morrow. The Indo-China str. Kumsang from Caloutta and the Straits left Singapore for this port on the 16th inst., and may be expected here on or about the 22nd inst.

TEN PRENCH MAIL: The M.M. str. Caledonien with the French Mail of the 24th ult. and Maile in London of the 23rd ult. left Singaporeson Monday, the 15th inst. at 2 p.m., and may be expected to arrive here on Monday morning, the 22nd inst., and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL. The P.M. str. Siberia will sail from Yokohama on the 13th inst., and will be due to arrive at this port, from Sau Francisco, via Honolulu, Japan ports and Shanghai on the 23rd inst.

THE GERMAN MAIL. The I.G.M. str. Prinz Waldemar left Sydney on Tuesday, the 2nd inst. at noon, and may be expected here on or about Wednesday, 24th inst. THE CANADIAN MAIL.

The C.P.B. str. Monteagle left Vancouver BC. for Hongkong via usual ports of call at p.m. on Thursday, the 28th ult. The C.P.R. str. Empress of Japan left Vancouver p.m. on Wednesday, the 3rd inst. via the usual ports of call.

MERCHANT STEAMERS. The J.-C.-J. Lije str. Tjilatjap left Moji for Amoy on the 8th inst., and may be expected here to day. The H.A.L. str. Istria left Singapore on the 12th inst. a.m., and may be expected here today a.m.

The Austrian Lloyd's str. Trieste left Shanghai for this port on the 15th inst., and is due here to-day. The str. Cardiganshire left Shanghai on

16th inst., and is due here to-morrow morning. The H.A.L. str. Hellas left Hankow on the 14th inst, a.m., and may be expected here tomorrow p.m. The Boston S.S. Co.'s str. Tremont left Manila on the 16th inst, for Hongkong ... The Mogul Line str. Lothian left Singapore

on the 15th inst., and may be expected to arrive here on the 21st inst. at daylight. The J.-C. J. Lijn str. Tjibodas left Macassar for this port on the 12th inst., and may be expected here on or about the 21st inst. The J.-C.-J. Lijn etr. Tjimahi left Batavia for Billiton on the 15th inst., and may be expected here on or about the 23rd inst. The E. & A. str. Empire left Sydney on the

6th inst. for this port (via Queensland Ports & Manila). The Great Northern S.S. Co.'s str. Minnesota arrived at Yokohama, from Seattle, on the 15th inst. at 7 s.m., and is expected to arrive here on or about 2nd prox; The str. Indramayo sailed from New York on the 12th ult, and is due here on or about

VISITORS AT HOTELS.

Middle of July.

Mr. F. Fossbender

Capt. T. A. Hall

Mr. & Mrs. Bamon.

M. J. L. Harrison

Mr. R. Harding

Mr. W. Hassopen

Mr. G. V. Hayes

Mr. F. E. Hellwig

Mr. E. Hallows

Mr. Denman Fuller

| _ | |
|------------------------|--------------------|
| Hongkon | G HOTEL |
| Mr. P. R. Adams | Mr. V. Y. Kimpton |
| Mr. A. Ahr | Mrs. Klebs |
| Mr. C. F. Barnes | Mr. P. Kremer |
| Mr. H. G. Battiscombe | Mr. W. Kwong |
| Mr. R. Benson | "Mr. A. C. Little |
| Mr. S. Bisney | Mr. & Mrs. C. Mane |
| Miss Bisney | baum A |
| Dr. G. D. E. Black | Mr. G. C. McIntosh |
| Mr. A. E. Blunn | Dr. G. W. McKean |
| Mr. & Mrs. Honsseau & | |
| child | Mr. M. Mix |
| Mr. T. Brayfold | Mr.J. H. N. Mody |
| Mr. J. H. Bulmer | Mr. E. Nenbauer |
| Mr. S. C. de Bussierre | Mr. E. Niedhardt |
| Mr. A. Carter | Mr B. L. Packer |
| Mr. L. Cohen | Mr. H. H. Palmer |
| Mr. H. E. Colvin | Mr. A. W. J. Peake |
| Mr. H. L. Condon | Dr. W. W. Pearse |
| Mr. A. H. Crook | Mr. 1. L. Per ns |
| Mr. C. Ekman | Mr. E. H. Ray |
| Tarrey Comments | 3.6 3. 6 3 |

Mr. E. H. Ray Mr. P. Schmidt Mr. C. E. Shields Capt. & Mrs. Gibson & Mr. & Mrs. Siebenschien Mr. J. Spittles Mr. W. T. Stebbing Rev. A. J. Stovens Mr. H. P. Thomas Mr. J. F. Hammers ley Mr. G. W. Tullidge Mr. F. Walk Mrs. H. S. Wallace Mr. C. Wallach Mr. W. Egerton War-

Mr. J. D. Woods Mr. J. W. Hunt Mrs. V. E. Youdan Capt. R. Innes Mr. & Mrs. E. S. Joseph KING EDWARD HOTEL. Mr. and Mrs. P. A. Mrs. B. Lytton Mr. B. Masdonold Mr. D. M. NicHolson Mr. G. H. Corse

Mr. & Mrs. A.B. Craggs Mr. J. E. Norton Mrs. W. C. Passmore Mr. P. Dow Mr and Mrs. G. J. Mr. E. Pond "Harman & children Dr. Riemer Mrs. J. O. B. Harman Dr. Rogage Mr. E. B. K. Hunt. Dr. Shink Mr. & Mrs. C. Ingenobl . Mr. H. Sieling Misses (2) Ingenehl Mr. D. V. Steavenson Mr. & Mrs. C G. King Mr. & Mrs. H.M. Tibbey Mr. Zach Mrs. F. B. Land

KINGSCLEBE PRIVATE HOTEL. Mrs. C. C. Barker Mr. Eustace Hagen Mr. A. L. A. Hissink Miss Barker Miss A. Barker Mr. H. R. Hunt Mr. P.H.J.G.Jonckheer Mr. W. Barter Mr. H. W. Kenny Capt, H. Bessley, R.L. · Mr. E. A. Koster Mrs. H. Bessley Mr. & Mr. H.A. Belden Mr. L. V. Langstein Mr. & Mrs. 1 . Marston & maid Mr. T. de Meester Dr. & Mrs. Belilios Dr. & Mrs. W. Moore Mr. F. Levington Mr. R. S. Morrison Mr. and Mis. Norman Mr. William North Blauch Mr. P Polts Mr. & Mrs W.L Carter

Mrs. G. Sachse Mr. S. J. Chinchen Mr. B. Schwandes Mr. & Mrs. Cocker Mr. J. Gray Scott Mr. T. Cocker Mr. Thos. Seggie Mr. & Mrs. F. Smyth Mr. J. Coulthart Mr. Cruicksbank Mrs. Emyth's two sons Mr. W. S. Cushing Mr. W. Stormer Mr. K. Fraund Mr. R. B. Williams Mr. E. Gaster

PASSENGERS.

Per Loongsang, from Amoy, Mr A. Kauffman Per Kwangtah, from Shanghai, Capt. Ingram and Mr. Huber. Per Haimen, from Coast Ports, Rev. Fr. Vignat, and Mr J. S. White. Per America Maru, from San Francisco, &c., Mrs D. Davis, Miss J. Betts, Messrs. F. C. Ferrier, H. H. L. Grangu, H. C. Joses, A. Gonard, J. A. Haig, M. Lowe, E. D. Garner, Thos. Jameson and servant, J. Moore, Cesar Ramos and L. A. Roland.

Per Goeben, for Shanghai, Mrs A. R. de Sonza, Misses Dunn and A. M. Sonza, Mesars H. L. Bekker, B. A. Thomsen, Jonghin and R. P. Carter: for Nagasaki, Messrs, P. F. Nidrolls and Kerate; for Kobe, Mrs S. Andab, and Mr S. Sagn; for Yokohama, Me and Mrs Wroe, Miss Gaillard, Mesers. J. Siebermann and B.



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Alsority, deepsteh-boat, 700 tons, 10 gans, 3000 h.p., Comdr. C. T. Fuller, Japan Astraca, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, en route Weibaiwei Bedford, British cruiser, Capt. S. E. Erskine,

- R.N., Japan Bramble, gunbeat, 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. D. Bridgeman, Hong-Britomart, gurboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Hongkong

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai Clio, British sloop, 1070 tons, Comdr. C. D. B. Raikes, Japan Fame, torpedo-boat destroyer, 310 tons, 6

guns, 5700 h.p., Lieut-Comdr. Gresson, Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p. Capt. Roland Nugent, Hong-

Handy, torpedo-boat destroyer 295 tons, 6 guns 4000 h.p., Lieut. Comdr. W. H. Darwall Hart, torpedo-boat destroyer, 295 tons, 6 gune,

4,000 h.p., Lient, Comdr. G. C. Dickens, Shanghai Janus, torpedo-boat destroyer, 320 tons, 6 guns, 8900 h.p., Lt. Comdr. C. A. Freemantle;

Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Japan King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton Baker, Japan

Kinsha, river ganboat, 618 tons, Lieut. Comelr. Sidney H. Tennyson, Yangtsze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.b.p. Comdr. F. H. Walter, Jessellon Monmouth, craiser, 9800 tons, Capt. G. W. Smith, Horgkong

Moorhen, river grinboat, 180 tons, 2 gans, Lieut.-Comdr. C. C. Walcott, West River Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Paid off

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River Sandpiper, river gauboat, 85 tons, 2 gans, 240 h.p., Lieut-Comdr. H. R. Tickell, Hong-

Taku, torpedo boat destroyer, Bosn. Strath, Dale, destroyer, 420 tons, Ens. G. V. Stewart Hongkong ship, 4600 tons 6 guns, Commodore Stokes, Hongkong

Teal, river gunboat, 180 tons, 2 gans, Lieut. Denver, cruiser, 3200 tons, Commander W. B. Comdr. H. R. Godfre , Yangtese Thistle, gunbeat, 710 tons 900 h.p., Lieut. Comdr. H. T. Attlay, Shanghai Virage, torpede-boat destroyer, 395 tons, 6 guns, 6,300 f.h.p., Lieut Comdr. Stevenson

Waterwitch, surveying ahip, 620 tons, 450 i.b.p. Lieut, Comdr. H. P. Douglas, Port Swethiting, torpedo-boat destroyer, 360 tons, 5

gune, 5,900 h.h., Lieut,-Comdr. J. Kiddle, Hongkong Widgeon, gunboat 195, tone, 2 guns, 800 h.p. In Comde John F. Knox, Yangiero

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Woodlark gunboat, 150 tons, 2 guns, 550 h.p.,

MEN-OF-WAR ON THE CHINA AND JAPAN STATION

AUSTRIAN. Kaiser Franz Josef I, Austrian orniser, 4,808 Linienschiffskapitaen Wilhelm Pacher Northern Waters

Acheron, armouted gunboat, 1,830 tons, 8 guns, 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class orniser, 4,920 tone, 22 guns, 100 b.p., Commander Fournier, Saigon Alouette, gunbeat, 506 tons, 7 guns, 400 h.p., Commander Badin, Salgon Argue, river gunboat, 180 tons, 6 guns, 570 h.p.,

Lieut, Audouard, Hongkong Balonnette, gunboat, 170 tons, Reserve, Salgon Bouclier, gumbost, 140 tons, Reserve Saigon Bruix, armoured cruiser, 4,800 tons, 16 gans, 8,300 b.p., Capt. Rochas, Hongkong Cimeterre, gunboat, 140 tons, Reserve, Saigon Comète, gunboat 500 tons, 6 guns, 500 kp.,

Capt. L. Gervais, Saigon Coronade, gunboat, 184 tons, Reserve, Saigon Décidée, gunbeat, 630 tons, 10 guns, 900 h.p., Lieut. de Linarea, Shanghai D'Entrecasteaux, 1st class armoured orniser, 8,200 tons, 26 guns, 13,500 h.p., Captain

Thibault, Shanghai Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.,

Henri Rivière, river gunbest, 150 tons, 6 guns 152 b.p. Haiphong Jacquin, gunbest, 200 tons, Reserve, Haiphong Lion, gunboat, 500 tons, Reserve, Saigon Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs,

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche. Monsquet, destroyer, 300 tons, 7 guns, 6,300 b.p., Commander de la Roche Kerandraon.

Olry, river guaboat, 170 tons, 6 guns, 500 h.p., Lieut, de Maindreville, Upper Yangtre Pelho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Pusch, Tongka Perle, sub-marine, 70 tons, 60 b.p., Lieut. Mon-

nier. Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay. Protée, sub-marine, 70 tons, 60 h.p.; Lieut. Morris, Saigon Redoutable, battleship, (reserve) 9,830 tons,

37 guns, 6,200 h.p., Capt, Drouet, Salgon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 b.p. Lieut. Seriot, Esigon. Takiang, steam-launch, Upper Yangtsze Takon, destroyer, 280 tons, 6 guns, 6,500 h.p.,

In Reserve, Saigon Vanban, torpedo-depot, Commander Morienos Vétéran, torpedo-depot, Lieut. Bihel, Cap

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumonlin, Siking Vipere, gunbost, 475 tons, Reserve, Saigon

Arcons, cruiser, 2719 tons, Captain von Hippe Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 b.p., Koutre-Admiral Coerper,

Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Laus Jaguar, gunbeat, 900 tons, 10 guns, 1300 h.p.
-Captain Graf von Posadowsky-Webner

Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Captain Bolken Niobe, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Tsingtau, gunboat, 170 tons, 5 gans, 1300 h.p.

Captain Ross Vaterland, gunboat, tons, 3 guns, 500 h.p. Captain Toussaint Vorwaerts, gunboat, First Lieut. Riechers

Vesuvio, cruiser, 2145 tons, Baron de Sain Pierre

PORTUGUESE. Rio Lima, oruiser, 720, tons, 7 guns, Macso. UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons Callao, gunbost, 243 tons, Lt. Guy Whitlock, Shanghai Channey, destroyer, 420 tone, Lt. Frank

McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander. R. C. Smith, Swatow Cleveland, cruisen 3200 tons, Commander J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captain S. H. Stanton, Croising Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Concord, purboat, 1710 tons, Commander J.

Lieut-Comdr. Alan Dixon, Yangtese H. Sears Shanghai

Decatur, destroyer, 420 tons, Ens. C. Nimits, Cavite

Caperton Shanghai Galveston, cruiser, 3200 tons, Commander B. W. Hodges. Manila Helens gunboat, 1392 tons, Commander R. M.

Hughes, shaughai Maryland, armoured cruiser, 13,680 tons, Capt, C. Thomas, Cruising Mohican, (station ship), Lieut, Commander M. L. Miller Monadnook, monitor, 4000 tons, Lt. Comman-

der Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongepo Pennsylvania, armouved erniser, 13,680 tons Capt, A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze . Rainbow, (Rear-Admiral Hempbill's flag ship)

Lieut-Comdr. G. R. Livingstone, Yangtare Comdr. E. E. Wright, Shanghai Printed and Published by BERTEAM A. HALE for the Concerned at 104. Des Vous Real Control. Victoria, Hongkong, London Office, 131, Fleet Street, E.C.